

BRITISH MODEL FLYING ASSOCIATION
CONTROL LINE TECHNICAL COMMITTEE
ADOPTED MINUTES
of the 35th meeting (wef 02/12/00) held on
4th October 2008
at Langley House, 21 Polegate, Luton, Bedfordshire

Present: Chris Barker (Chairman & TR Rep); Jo Halman (Secretary); Mick Lewis (Treasurer); Peter Halman (Council Delegate & Speed Rep); Andy Housden (Carrier Deck Rep)

(35)1 Apologies for Absence

Apologies for absence were received from John Bonner (Member); Martin Paffett (PRO); Duncan Bainbridge (VTRSIG Rep); Barry Robinson (StuntCom Rep).

Action

(35)2 Confirmation of those with Voting Rights

There were four voting members.

(35)3 Correction & adoption of the Minutes of the meeting held on 26th April 2008.

Corrections: page 1, (34)4 (33)/12, last sentence: delete "prior"
The Council Delegate then proposed that the Minutes of the meeting of 26th April 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.

(35)4 Matters arising from that meeting that are not on the Agenda

There were no matters arising.

(35)5 2008 F2 World Championships Report

The display of nations' flags at the flying site noticeably did not include the British flag despite (i) the British Team Manager offering three flags to the Organisers who refused them on the grounds that "they had enough [British] flags"; (ii) there being an noticeably empty flagpole; (iii) repeated requests to the organisers to display the British flag.

In F2A (Speed) & F2D (Combat) the official fuel ordered prior to the Champs was not the same fuel as that used in the Championships. Peter Halman was told later that Jean-Paul Perret, the main organiser, would not let the official fuel be issued to the fliers who had ordered it as it "was not fair on those who had not ordered official fuel." This decision is not within the power of the organisers.

In F2A (Speed) it was discovered halfway through the first round that the organisers were averaging the TransiTrace system times for the results which is entirely against the rules. This was immediately sorted out by one of the FAI Jury members who then scrutinised all the results after each round and each set of 2nd attempts. There were some anomalies (resolved) because the organisers had not provided binoculars and it was difficult for the senior judge to see with the naked eye just when the pilot placed his handle in the pylon which starts the timing sequence.

(35)6 Barton F2 World Cup Report

This first F2 World Cup at Barton was excellent. Even the weather co-operated with hot, sunny & calm conditions throughout the two days. It was noticeable that F2D was located just 100 yards from the other circles but, because of the strategically placed trees they could only just be heard. Proving once again that using trees as sound barriers works well.

The Barton World Cup may be a bi-annual competition and if so, there may be an "F2 Weekend" competition instituted in alternate years and this Committee would support such a weekend.

(35)7 2008 Nationals Financial Reconciliation & Debrief

(35)7.1 Aerobatics entries were again down as were VTR entries. With the institution of the new StuntCom Specialist Body, it was decided not to change anything for Aerobatics for two more Nationals to see if the entries improved under StuntCom's guidance.

(35)7.2 It was agreed that the financial aim of the CL Nationals was to have a surplus of around £200 and that this year's surplus was an acceptable £173.28

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(35)7 2008 Nationals .../cont

- (35)7.3 The showers were again excellent but the F2D/F2C area needs more than the 4 portaloos supplied this year.
- (35)7.4 The Combat circles were still wrongly positioned and too close to one another which is a significant safety issue. Chris Bromley, Nationals Co-ordinator, said that he received the "Combat rope" for the diameter of the circles but not the "Combat diagram" showing the location of the two circles although the Secretary was sure she had put the copy of that diagram in the envelope along with the "Combat rope". It was decided that the Combat and Carrier Deck representatives would meet at the 2009 Festival of Flight to take measurements for a triangulated diagram of the Combat circles which the Carrier representative would endeavour to get marked out before the grass cutting was started for the 2009 Nationals.
- (35)7.5 Chris Bromley apologised for not seeing the CL Order Form that was sent to the office with detailed instructions for the items for all six CL flight lines that (i) needed purchasing; (ii) needed delivery to each flight line. The BMFA CEO said that a copy this order form was put in the folder that is given to each of the main Power Nationals officials. The CL Co-ordinator had now given a copy of this to Chris Bromley to show that it had all the information on it to purchase new items (the CEO said that the purchases had been made); the reasons why the new items were needed; where all specific items needed to be delivered and, finally, where the roping crew was requested to drop the Speed, VTR & TR cage components (next to the No 2 marker opposite the Control Tower). The CL Co-ordinator will make a special "roping crew" form for Chris Bromley to enable the roping crew know which items need to be delivered to which CL flight line.
- (35)7.6 Carrier Deck was so successful this year with queues of people waiting to "have a go" that an increase in the number of tables & chairs will be required for 2009. This was the first year that Carrier Deck had had a mown area and it was very successful. The BMFA officials brought round many dignitaries and parties of children to "have a go" and the Mayor of Sleaford was so taken with it that he visited twice!
- (35)7.7 Team Race (TR) still cannot afford a tent and the Carrier Deck representative said that he could probably make one available to TR. The TR representative said that he would need to find a willing custodian to store the tent and bring it to the Nationals each year.
- (35)7.8 The Carrier Deck representative was assured that the CL Scale circle next to the Speed line-check was the official location of the CL Scale circle. He said that for 2009 CL Scale were planning a more continuous programme of flying as well as a static display.

(35)8 Open & Mini Goodyear Ballot Results & Future

The ballot was carried out to the usual CL policy: all those who had entered the 2009 Nationals (36). There had been 25 returns of which 3 had arrived too late to be taken into account. The results were:

Open Goodyear: For 14; Against: 6; Abstentions: 2

Mini Goodyear: For 15; Against: 6; Abstentions: 1

It then transpired that part of the agreed proposed rule change for which the ballot was required for Open Goodyear had been omitted. It had been intended to limit fuel feed systems to suction feed only. A new ballot was required and the Secretary must undertake this promptly as the results are needed before any rule change may be formulated for the 2009 BMFA rule book.

Two people had sent in letters with their vote and the contents of the letters were noted.

The Secretary will prepare the Mini Goodyear rule change for sending to the BMFA Technical Secretary for the 2009 rule book.

(35)9 Mini Goodyear Finals

The TR representative requested clarification on Mini Goodyear and junior entries. It was confirmed that Mini Goodyear is a single class in which both senior and junior teams may enter. If enough junior teams enter, then a separate junior final will be held for the top three fastest heat times by junior teams. Flying in the junior final does not discount a junior team who qualified as one of the top three fastest heat times taking part in the Mini Goodyear final. It was stressed that both junior & senior teams compete directly against each other in Mini Goodyear just as they would in any other Team Race class. It was agreed to publish this as a CLTC Information Box in the BMFA News issue that carries the 2009 Nationals entry forms (NEFs) and to make this clearer on the CL NEF for 2009.

Action

**AH
ML**

JH

**AH
CBk**

JH

JH

JH

	Action
(35)10 Proposed Rule Changes	
(35)10.1 F2A Clarifications for CIAM – Approved. See Appendix 1.	
(35)10.2 F2B Fly-off Maximum Number – Approved with amendment. See Appendix 2.	
(35)10.3 Domestic Combat - Approved. See Appendix 3.	
(35)10.4 F2D Domestic Teams – Approved with amendment. See Appendix 4.	
(35)10.5 F2D Composite Models - See Appendix 5. Given the danger to both people and the environment, the CLTC decided that a rule should be formulated & sent to CIAM for the total ban on carbon in F2D model aircraft. The Council Delegate would draft a rule with reasons so that they could bring this to the Technical Council meeting as an AOB item.	PH
(35)10.6 F2C BMFA Rule Variations (a) & F2C Team Selection (b) - Approved with amendment. See Appendix 6. Additionally, the TR representative requested that the restriction to one FAI international only counting towards team selection (rule 4.0.3.3.4 (d)) be deleted. After discussion, it was decided not to approve the request but it will be reviewed at the end of 2009.	
(35)10.7 TR Rules Re-Write – The Council Delegate had drafted a re-write of the Team Race rules and had sent them to the TR representative who had not yet replied. The Council Delegate is to email them again and the TR representative will give a timely reply	PH/CBK
(35)10.8 F2D BMFA Variations – Approved with amendment. See Appendix 7. The Secretary will prepare the rule changes to send to the BMFA Technical Secretary for the 2009 rule books.	JH
(35)11 Cornell Super Fury	
The VTR representative was again unable to be present. This topic has now been on the agenda for almost a year. Despite the support of the CLTC, the VTR Specialist Body, VTRSIG, still refuses to include this engine on its list of authorised engines as it uses a bar stock and not a cast crankcase. Given the length of time this has been carried forward on the CLTC agenda and the fact that the VTRSIG is a democratic body, this Committee reluctantly decided that this topic is now considered closed.	
(35)12 F2CN Ballot Result	
The results of the this ballot of 34 people on F2C pitstops were:	
A – To be in line with other domestic TR classes: In favour – 3	
B – To be in line with the F2C TR class: In favour – 16	
As a result of this, the TR representative will write an amendment to the appropriate rules for the Secretary to email out to the CLTC voting members for approval prior to forwarding to the BMFA Technical Secretary for inclusion in the 2009 BMFA rule book.	CBK/JH
(35)13 FAI Judges & Sub-Committee Nominations	
(35)13.1 FAI Judges	
F2A: No change therefore: Peter Halman, Jo Halman, David Brewin.	
F2B: No change therefore: John Bonner, Roger Ladds, Peter Jackson.	
F2C: No change therefore: Chris Barker, Dave Rudd, Bernie Langworth.	
F2D: No change therefore: John James, Richard Evans, Vernon Hunt	
(35)13.2 FAI Sub-Committee	
F2A: No change therefore: Peter Halman	
F2B: No change therefore: John Bonner	
F2C: No change therefore: Chris Barker	
F2D: No change therefore: John James & Mike Whillance	
The Secretary will prepare a list for the CL Council Delegate to present to the Technical Council Meeting on 18th October.	JH/PH
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(35)14 2009 F2 European Championships

Action

(35)14.1 Team Selection Update

F2A – Results of the team selection league: Peter Halman, Ken Morrissey, Paul Eisner with Gordon Isles as reserve. There is no second reserve.

F2B & F2C will not be known until after tomorrow's competitions.

F2D – Results of the team selection league: Dave Riley, Martin Johnson, Mike Whillance with Martin Coe as reserve pilot and he & Graham Ives as mechanics. Second reserve is Andrew Shields. Jamie Griffin who is a gifted 12 year old flier and is under a coaching programme with Dave Riley has flown in 5 Centralised & 2 World Cup contests this season and was unanimously accepted as the junior F2D team member.

(35)14.2 Team & Assistant Team Managers

Team Manager - There had been only one application for the post of Team Manager, John James, and it was unanimously agreed to propose John for this post to the next Council Meeting.

Assistant Team Manager – There had been two applications, one from David Finch and one from Val James. In line with CLTC policy the team members elect will be balloted for their choice of Assistant Team Manager. This ballot will take place after the CLTC has approved the F2B & F2C teams elect in the meantime the Secretary will write to both applicants explaining this.

Final recommendations will be made at the December CLTC meeting.

JH

JH

(35)15 Trophies to be Assigned

(35)15.1 **Eifflander Family Trophy – Combat Merit** – Tim Hobbins for his general supportiveness and organisation of Vintage Combat competitions. the Combat representative will provide the formal wording of the citation.

ML/JH

(35)15.2 **Knokke No 1 – CL Meritorious Performance** – Richard & Matthew Hart for the work in revolutionising and rejuvenating pulse jet flying in the UK. Formal wording required.

JH

(35)15.3 **Speed (Open) : Johnnie Hall Trophy** – Pat Rose

(35)15.4 **Speed (F2A): Alan Woodrow Trophy** – Peter Halman

(35)15.5 **Team Race Budapest Trophy** – ½ A Team Race was not run at the Northern Gala.

(35)15.6 **Team Race Wharfedale Trophy** – F2C at the Northern Gala:

(35)15.7 **Team Race ETA Trophy** – B Team Race at the Northern Gala:

The Secretary is to inform the Records Officer of the winners.

JH

(35)16 Technical Council Agenda

There was nothing specific to Control Line.

(35)17 Marshalls & VTR Trophy

No action.

(35)18 Council Meetings Report (May & September 2008)

In writing. See Appendix 8.

(35)19 Members Reports

(35)19.1 **Chairman's Report:** In writing. See Appendix 9.

(35)19.2 **Secretary's Report:** Reported that Barry Robinson who is the Chairman of the new Specialist Body, StuntCom, would be the StuntCom representative at CLTC meetings. He was unable to be here today as the final team selection competition for F2B was being held at Barton tomorrow and as Barry lives in the North-East it was not feasible for him to attend today. He will attend the next meeting in December. Competition results & Team Selection Leagues had been published on the BMFA website CL news page within five working days of the competition and sent to the Records Officer at the same time. There had been some delays with data for the F2C Team Selection table but this should not happen in 2009.

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(35)19.3 **Treasurer’s Report:** In writing. See Appendix 10. Additionally, the payments from the Training & Excellence budget were agreed. It is intended to try to bring Stanislav Culacichin over to the UK to coach Jamie Griffin & to bring over a foreign judge to coach the F2B team members. The Combat and StuntCom representatives are to write up the requirements.

ML/BR

(35)19.4 **Speed Report:** In writing. See Appendix 11.

(35)19.5 **Aerobatics Report:** None

(35)19.6 **Team Race Report:** In writing. See Appendix 9 (dual report between Chairman & TR representative). Additionally the TR representative is to ask the Barton Club if it could wait until the CLTC Contest Calendar dates are set (generally done by mid-December) before setting the Barton dates in an effort to avoid clashes. Barton has much more flexibility to change dates than does the CLTC with the twin difficulties of venues and multiple disciplines to accommodate.

CBk

(35)19.7 **Combat Report:** In writing. See Appendix 12.

(35)19.8 **Vintage Team Race Report:** Duncan Bainbridge is moving to Australia. This Committee’s best wishes go with him and Stephanie. We await notification of the new VTRSIG representative to the CLTC.

(35)19.9 **Carrier Deck Report:** In writing. See Appendix 13.

(35)20 Any Other Business

(35)20.1 Combat needs an alternative venue to Scratchwood and would like to join the other disciplines at Cottesmore & Waterbeach. The Secretary will pursue this.

JH

(35)20.2 The Council Delegate suggested that, based on previous years weather patterns, we concentrate on using early and late dates for the competitions in an effort to avoid losing so many competitions to bad weather.

(35)20.3 The TR representative reported that there was a heated discussion on the Barton Forum regarding the CLTC “hijacking the Barton B rules”. This is completely untrue as the Barton B rules in the BMFA rule book are exactly as supplied to this Committee by Barton Club. The TR representative is to write to Lawrence Court, Chairman, Barton Club and ask the Club to refute this on their forum.

CBk

(35)20.4 It was decided not to hold a CL display at the BMFA AGM this year.

(35)21 Date of Next Meeting

The next meeting was confirmed as **13th December 2008** at Luton.

The meeting closed at 18.10 hours.

Signed:

Chris Barker, Chairman

Dated:

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