

BRITISH MODEL FLYING ASSOCIATION
CONTROL LINE TECHNICAL COMMITTEE
ADOPTED MINUTES
of the 56th meeting (wef 02/12/00) held on
11th October 2014
at **Langley House, 21 Polegate, Luton, Bedfordshire**

Present: Peter Halman (Chairman & Speed Representative); Jo Halman (Secretary); Mervyn Jones (Council Delegate & F2B Representative); Chris Barker (Member & TR Representative); Vernon Hunt (member); John Mealing (VTRSIG Representative); Tony Goodger (Vintage Speed Representative; & SAM 35 Representative)

	Action
<p>(56)1 Apologies for Absence Apologies were received from Mick Lewis, Treasurer & CFA Representative and Andy Housden, Carrier Deck Representative.</p>	
<p>(56)2 Confirmation of those with voting Rights There were seven voting members present.</p>	
<p>(56)3 Correction & Adoption of the Minutes of the meeting held on 15th March 2014. There were no corrections. Vernon Hunt proposed that the Minutes of the meeting of 15th March 2014 be accepted as a true and accurate record of that meeting. This proposal was seconded by the Council Delegate and voting was unanimously in favour.</p>	
<p>(56)4 Matters arising from that meeting that are not on the Agenda</p> <p>(56)4.1 <u>55.4.1</u> The Barton fee had been established at £80 per day regardless of how many competitors fly.</p> <p>(56)4.2 <u>55.4.8</u> The potential new glass trophies found by the TR Representative turned out to be too expensive after all.</p>	
<p>(56)5 Nationals De-Brief & Financial Reconciliation The CL Nationals Co-ordinator (CLNC) said that distance from TR to the rest of the CL flightlines had caused problems for those competitors who enter multiple classes. Speed was delayed a number of times waiting for Speed fliers who were flying in TR & VTR. Both the CLNC and the Chairman had received complaints of delays in VTR & TR. He suggested that both these disciplines should liaise on their scheduling and that TR is no more important than VTR. The CLNC noted that one team had to be refunded their VTR entry fee as the particular class start had been brought forward and the team had been flying in Combat and, therefore missed flying in VTR. She recommended that better radio communication between CDs must be practised when they have multi-discipline competitors and start times change.</p> <p>Campsite: one camper van had been turned away from a section of the campsite as it was purportedly "tents only" but later the competitor saw that at least four camper vans were located there. A rationale needs to be in force for the future.</p> <p>Runway crossings: these were difficult to find and the Chairman explained that they could not be done until the Friday evening and the campsite filled too quickly to allow better marking. This will be resolved for the future.</p> <p>Rubbish: there were no bins and black bags are not handed out at the Day Gate. The CLTC will suggest that wheelie bins, which are heavier than dustbins, be supplied for the future.</p> <p>It was noted that a huge amount of FOD on the Combat circles had been left after the competition and there had been fully justified complaints from the RAF. A plan will be put in place to prevent this in the future.</p>	<p style="text-align: center;">ALL</p> <p style="text-align: center;">JH</p> <p style="text-align: center;">JH</p>
<p>(56)5.1 Speed Paul Eisner set a new British record in Open 15.</p> <p>The new location for Speed on intersection was difficult and will need to be revised next year. The lack of the requested crowd barriers to section off the pit area added to the difficulties of people walking through the pits which have to be off-limits to all but the competitors.</p> <p>Better arrangements for taking down the cages need to be instituted for the future.</p>	<p style="text-align: center;">JH</p> <p style="text-align: center;">JH</p>

	Action
(56)5.2 Vintage Speed Written report. See Appendix A.	
(56)5.3 Aerobatics Written report. See Appendix B.	
(56)5.4 Team Race The one big cage worked well but next time it will be sited closer to the top of the slope. At least one sack trolley is needed to move the cage blocks. There had been complaints about the ineffectual judging and more officials are needed in any case. Other than speaking to the TR Representative once, the CLNC noted that she had not been able to raise anyone at TR via the radio for the 3 days.	JH
(56)5.5 Vintage Team Race The new layout worked well and the slope was not a problem. The VTR Representative who was VTR CD at the Nationals was conscious of bringing flight times forward. He would ensure information signage would be in place for the future. He was also thinking about changing the customary practise and racing format to practise & then immediately race. No PA system provided despite being on the CL Special Order List The team Hill/Rogers/Bradford set a new British record in Barton B. The engine was fully scrutinised by Peter Halman and found to comply with the Barton B rules.	JM
(56)5.6 Combat Vernon Hunt, who was Circle Marshall for F2D, felt there was a lack of scorers overall. Vintage Combat have only two pairs and he would recommend to have more than two pairs. The competitions ran well nonetheless. FOD: in future a daily "fod plod" will take place. More efforts will be made to educate fliers not to drop litter. It seems that most of the FOD was F2D generated. Vernon Hunt was requested to look at F2D rules and see where we need BMFA variations to bring the CLTC rule book in line with custom & practice.	ML
(56)5.7 Carrier Deck No report.	VH
(56)5.8 Financial Reconciliation The Secretary had issued the financial reconciliation sheets to the Committee prior to the meeting. There were no revisions to the document. There was a reasonable overall surplus. The Speed entry fees need to be increased for 2015.	PH
(56)6 Novice British Goodyear Definition (agenda item until resolved) The TR Representative said that this is more difficult to define than was originally thought. Carry forward.	CBk
(56)7 F2B Training Round (agenda item until resolved) This had been tested this year and was reasonably well received. However it might be better to happen at the end of the contest and the judges have to be amenable to it in any case. He also said that at Barton, Dave Roberts did a full critique on all the competitors. Mervyn Jones is to talk to the judges about it.	MJ
(56)8 F2B Judging The Competition Secretary had received a post-competition protest from a competitor regarding the standard of judging of one judge. It was unanimously agreed that F2B judges must work to the same criteria. The Judges Training has to emphasise the correct way of judging all the elements of all the manoeuvres and UK judging must not differ from the way the rest of Europe judges otherwise the UK competitors will always be disadvantaged. Concern was expressed that one judge's scoring is quite disparate in some manoeuvres.	

cont/...

F2B Judging.../cont

It was unanimously agreed that (i) one judge in particular needs enhanced training to bring his scoring more into line with the other judges and (ii) that a calibration flight must take place at the beginning of each day before the official flights commence. The calibration flight must be scored and then analysed to ensure that the judges are working to the same criteria. A "BMFA variation" on the FAI F2B rule needs to be drafted by the Secretary. Cross-refer to item (56)9.4.

The Secretary suggested that when there are three judges, only the two closest judges' scores should be added together for the final score and the score of the judge that is furthest away be discarded. This would need to be another BMFA variation on the FAI F2B rules.

The Chairman thought that there had been something regarding financial help for Judges Training at the last Council Meeting in September; the Secretary is to check.

Post-Meeting Note: There was nothing in the Full Council Minutes. However the Secretary notes that at the March meeting of this Committee the Minutes state that the BMFA Treasurer had agreed the CLTC Treasurer's request for a £500 increase in the CLTC T&E budget for 2015. The CLTC Treasurer has confirmed that this actually means that in any year when there is Judges Training, the current T& E Budget may be over-spent by up to £500 as long as it is used for Judges Training.

(56)9 Rule Changes:

(56)9.1 F2B Team Selection with Normalisation (MJ)

Mervyn Jones presented a paper (Appendix C i) on various changes including using normalisation that works on each round and not the final scores. The other members were unanimous that normalisation has to be on the final scores. The Chairman is to design a new spreadsheet that applies normalisation to the final scores.

If international competitions are going to be considered then only one may count.

It is still to be decided if an international competition may count if "normalisation" is not accepted. And also how team selection points would be awarded for that competition.

The flight order for second and third rounds was unanimously accepted. See Appendix C ii.

The Chairman has to analyse the Nats results without the team and see what the outcome would be. This has to be done before the ballot. And then the Committee has to decide on the question of the Nats counting for team selection if the team is away.

(56)9.2 F2B League & Overseas or Non-BMFA members.

Use the rule drafted by the Secretary (Appendix D) if "normalisation" (item (56)9.1) is not accepted on the ballot otherwise this rule clarification will be unnecessary.

(56)9.3 F2B Centralised Authority for Bad Weather Cessation

It was unanimously agreed that the Contest Director and the judge(s) decide. The Secretary is to draft the rule and email to the Committee members. See Appendix E.

(56)9.4 F2B Calibration Flights (JH)

It was unanimously agreed that a calibration flight must be carried out before the official flights of any BMFA F2B competition. The Secretary is to write the text of the rule and email to the Committee members. See Appendix F.

(56)9.5 Generic Team Selection (JH)

It was unanimously agreed to amend the F2 Team Selection rules as shown at Appendix G.

(56)9.6 Vintage Combat Rules (ML)

See Appendix H. All the Combat fliers had voted at the meeting in August.
Proposed by Mick Lewis ; Seconded by Mervyn Jones; Voting: Unanimous

(56)9.7 Speed Rules including two new classes: F29 & F2G (PH)

See Appendix I. All the Speed Fliers had been balloted and all were in favour.
Proposed by Peter Halman ; Seconded by Vernon Hunt; Voting: Unanimous

(56)9.8 Vintage Speed Rules (TG)

See Appendix J. All the Vintage Speed fliers had been consulted.
Additionally, a height restriction to stop high flying was discussed. It was proposed that, as a matter of safety, the Speed rule 4.1.3.19 be expressly stated in the Vintage Speed rules.
Proposed by Tony Goodger; Seconded by Peter Halman; Voting: Unanimous

cont/...

Action

PH

ALL

JH

**PH
ALL**

JH

JH

JH

JH

(56)9.9 TR Team Selection 2015/2016 (CB)

The TR Representative reported that only two of the three teams that have qualified to go to the 2015 European Championships in Bulgaria actually intend to go. The 4th place qualified team won't go either. One half of a potential qualifying team for the 2016 World Championships has said that he will not attend.

Post-Meeting Note: The organisers have now confirmed the 2016 World Championships dates as 7th – 14th May 2016 with an F2A-B-C-D World Cup over the previous 3/4 days.

The TR Representative said that we will have to consider "scratch teams". Not everyone was immediately in favour of this. The Chairman commented that there are probably only five more years of people wanting to fly F2C and, therefore, we should use scratch teams.

The Secretary was still reluctant but, in any case, the F2C Team Selection rules would need changing to allow this. The Chairman continued that the "scratch teams" would have to meet a minimum qualifying standard average time (tba) with the 3 mm venturis. We may need to make the September F2 weekend a "scratch teams" qualifying weekend.

It was noted that we may need CLTC meeting in June 2015.

The new 2015 Team Selection "Exceptional Circumstances" rule could apply for F2C in 2015 & 2016.

It was noted that arrangements have to be made in October 2015 for the May 2016 Championships. The Chairman and TR Representative were to urgently liaise on time line.

The Secretary is to arrange that the 2016 Team Manager advertisement is on the BMFA website early in 2015 and with a "sticky" to allow it to stay at top of the page. An early publication in the BMFA News is also required.

Action

JH

PH/CBk

JH

CBk/PH

JH

(56)9.10 TR Multiple Entries (CB)

"Multiple teams" are not allowed currently for the Nationals. The TR Representative thinks that they should be allowed for the Nationals and if a "multiple team" combination makes any TR final, then one of the teams has to withdraw and their place taken with the next qualifier.

For Centralised competitions the entry fee would be £20 per entry, regardless of the number of classes and so for "multiple teams" each team, regardless of the combination of members, would pay £20. For the Nationals it would be the same except it would be an entry fee per class. Therefore rule 4.3.4.1 d) iii) should be deleted for the 2015. rule book.

Proposed by Chris Barker; Seconded by Peter Halman; Voting: Unanimous.

JH

(56)9.11 TR Rules Discussion Document (McAlpine/Munroe)

It was agreed that this should be discussed by the TR fliers. The Secretary is to write to Iain McAlpine and suggest that he organises a meeting of the TR fliers at the 2015 Nats to discuss his paper. He should provide this Committee with a summary of the meeting and the outcomes plus any voting results.

JH

(56)9.12 Aerobatics Vintage Rule – Bonus Points (take under Item 8 Rule Changes)

Vintage Stunt rule 4.2.5. (c) to be amended so that only complete manoeuvres flown in the correct sequence will be given bonus points. This was unanimously accepted in principle and the Secretary will draft the rule and circulate to the Committee for approval. See Appendix K.

JH

(56)9.13 F2B Rule – Electric Motors & Safety

There are new electric motor safety rules in the 2015 F2 volume of the Sporting Code but UK pilots want the electric motor to be disarmed by an external isolator. The BMFA members handbook gives guidance on the use of electric powered models and the fliers should follow this advice. It is the competitor's responsibility to always disarm when appropriate and how this is done must be the competitor's choice. Only by physical disconnection of the battery can it be certain that the model aircraft is rendered safe. The Chairman pointed out that there may be a need in the future for a rule regarding motor revs when the model aircraft is released for takeoff.

(56)9.14 Vintage Team Race Rule

See Appendix L. Already approved by VTRSIG in January 2014.

Proposed by John Mealing; Seconded by Peter Halman; Voting: Unanimous.

(56)10 Training & Excellence

The Treasurer was currently dealing with the claims.

Action

(56)11 FAI Judges & Technical Experts Nominations

Judges

F2A: as 2013 ie David Brewin / Peter Halman FSMAE / Jo Halman FSMAE

F2B: John Bonner & Roger Ladds and delete Barry Robinson & Jeff Smith

F2C: as 2013 ie Derek Heaton & Bernie Langworth & add Mike Crossman

F2D: as 2013 ie Vernon Hunt / John James / Mervyn Jones / Gordon Price

Technical Experts

All as previous ie

F2A Dave Brewin

Peter Halman FSMAE

Jo Halman FSMAE

F2B Barry Robinson

Mervyn Jones

F2C Chris Barker

Derek Heaton

Bernie Langworth

F2D Vernon Hunt

Gordon Price

John James

The Secretary will forward the information to the BMFA office,

JH

(56)12 2015 F2 European Championships

(56)12.1 Team Selection Update: F2A, F2B, F2C, F2D

F2A: The final competition takes place on 18th October but the recommended team will be Peter Halman, Paul Eisner and Ken Morrissey.

F2B: This is still to be decided. Mervyn Jones reported that one of the qualifiers had told him that he would not go to Bulgaria in 2015 and the Secretary is to write to all the qualifiers to determine which of them will accept their team place..

F2C: The TR Representative reported that some of the TR team members would decline their team places. The Secretary is to write to all the qualifiers to determine which of them will accept their team place.

F2D: The recommended team is Gordon Price, Mike Whillance and Harry Walker. The mechanics will be advised later.

Post-Meeting Note: The mechanics will be Graham Ives and Jimmy Pinkerton.

JH

JH

(56)12.2 Team & Assistant Team Managers

An advertisement had been placed on the BMFA website on 29th September with a deadline of 24th November for responses.

(56)13 Trophies to be Awarded and Competition Trophy Winners Noted

(56)13.1 Award: Eifflaender Family Trophy – Combat Merit

Karl & Samantha Severne (father & daughter) were nominated by the CFA and unanimously approved. The CFA said that it would fund the two dinner tickets and this Committee recorded their thanks for this generous gesture.

(56)13.2 Award: Knokke No 1 Trophy – CL Meritorious Performance

Peter Fox, Vintage Speed was nominated by Tony Goodger and unanimously approved.

cont/...

(56)13.3 Competition: Alan Woodrow; Johnnie Hall; Budapest; Wharfdale; ETA trophies
Alan Woodrow - F2A Speed Team Selection: Peter Halman
Johnnie Hall Open Speed League - David Smith
Budapest - Fitzgerald/Thomason
Wharfdale - Fitzgerald/Thomason
ETA – Eyre/Needham

(56)13.4 Competition: Gordon Yeldham Memorial Trophy F2C ECh (odd years).
Fitzgerald/Thomason were first placed in the F2C Team Selection League.
The Secretary will forward all the trophy information to the Records Officer.

JH

(56)14 Council Delegate's Report (of September Council Meeting)

The Team Clothing budget was increased to £5,000

(56)15 Technical Council Agenda

No comments on the Technical Council Agenda.

(56)16 Pilot of the Year Trophy (wef 2010)

The Competition Secretary had already nominated a CL flier and the Committee agreed that there was no-one else that it wished to submit.

(56)17 AGM Static Model Display

There may a small Team Race display if Mike North would like to do so. The TR Representative will liaise with him.

CBk

(56)18 Members' Reports (in writing if possible):

(56)18.1 Chairman

At the April Plenary Meeting the Chairman had been elected as CIAM F2 Sub-committee Chairman. The F2C "Noise Reduction Plan" will now be part of the 2015 edition of the Sporting Code. There is an investigation into using standard fuel for F2C. F2C fliers have a responsibility to investigate noise reduction methods and standard fuel. The new F2C Working Group Chairman, Rob Fitzgerald (AUS), is working hard on both issues.

(56)18.2 Secretary

The 2014 Nationals preparation took a lot of the Secretary's time which was made more difficult as she was away at the F2 World Championships on duty as FAI Jury President in the lead-up to the Nationals. She spent much time afterwards in resolving issues from the Nationals and preparing for this meeting.

(56)18.3 Treasurer

Written report at Appendix M.

The Secretary is to ask if ML received any invoices from the Barton Club in respect of the three TR Centralised competitions held there during 2014.

JH

(56)18.4 Speed

Speed had scheduled 8 Centralised competitions, plus the Nationals and had so far had lost one to bad weather.

There will be a new class, F29, for 2015, and F2G Electric Speed will be added to the Speed Classes Table.

(56)18.5 Team Race

Written report at Appendix N.

Additionally, Fitzgerald/Thomason are currently lying in 4th place in the 2014 F2C World Cup.

Post-Meeting Note: Fitzgerald/Thomason finished the 2014 F2 World Cup in 4th place – just out of the medals.

(56)18 Members' Reports.../cont

(56)18.6 Aerobatics

Written report at Appendix O.

(56)18.7 Combat

Written report at Appendix P.

Additionally, at Old Warden, Vintage Combat had to cease for incoming aircraft and the competition will be completed at Ashbourne next weekend. There will be another Vintage "International" at Ashbourne in 2015.

(56)18.8 Vintage Team Race,

Written report at Appendix Q.

(56)18.9 Vintage Speed & SAM 35

Written report at Appendix R.

Vintage Speed is trying to address the problem of declining numbers by introducing a Novice class.

It may be possible to fly Vintage Speed at Croydon. The Chairman is to ask the club.

(56)18.10 Carrier Deck

No report.

The Secretary thanked all those who had submitted their reports in writing.

(56)19 Any Other Business

(56)19.1 **Vintage Aerobatics Rule**

Taken under Agenda Item 9.12.

(56)19.2 **F2B Electric Rule**

Taken under Agenda Item 9.13.

(56)19.3 **RO's Trophies Working Group**

The Secretary explained that the Records Officer was going to ask all the Technical Committees and all the Specialist Bodies for a volunteer to be part of the Trophies Working Group. As the Secretary (as BMFA Competition Secretary) was already a member of the Working Group the Committee felt that another CLTC member was not required. She was asked to pursue a trophy for F2CN TR class and one for the F2B League. The TR Representative noted that the spare RAFMAA trophies were not appropriate.

(56)19.4 **2015 F2D UK World Cup**

Vernon Hunt was advised that a mid-July day in 2015 would be best for a UK hosted F2D WCup.. He must come back to the Secretary with a specific date by 13th November this year at the very latest.

It was also suggested that possibly the 2016 Nationals could be a World Cup for all four F2 classes.

(56)19.5 **2015 F2B Centralised: Saturday prior to the "Home International"**

The F2B "Home International" will be held in 2015 on the late May Bank Holiday at Barton and Mervyn Jones suggested that F2C might like to share that date for a TR Centralised competition.

(56)19.6 **VTR Rules**

Taken under Agenda Item 9.14.

(56)19.7 **WAG 2015**

The Chairman reported that F2D or F2C could be suitable for the 2015 WAG in Dubai. The class requirements (area, safety, etc) were being sent to the CIAM President who is going to Dubai to inspect the site. If F2D is chosen then the rules will need to be modified in order to keep the spectator's interest eg no flying protests and no flying level in order.

Action

CBk

PH

JH

VH

PH/JH

CBk

PH/VH

(56)20 Date of Next Meeting

29th November 2014 (first meeting after the BMFA AGM) at Langley House.

The TR Representative and the VTRSIG Representative proffered their apologies that they will not be able to attend.

The meeting closed at 18.30 hours.

Signed:

Peter Halman, Chairman

Dated:

Distribution of Corrected & Adopted Minutes:

Already Distributed: All Committee Members
Representatives of VTRSIG, SAM 35 & Carrier Deck

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

2014 NATIONALS REPORT - VINTAGE SPEED

This was the first year that Weatherman and Vintage speed have had a safety cage at the power Nats. This however did not prevent the spinner coming off Digby Perriam's model and damaging another competitor's vehicle.

Entries were down on last year with 7 in Vintage Speed, 9 in Weatherman Speed, 4 in Classic Speed and 6 in Phantom Speed. One highlight was Anais Huning, a 16 year old junior competitor breaking the Weatherman Class 1 record.

Tony Goodger
Vintage Speed Representative
06.10.14

2014 F2B Nationals Report

There was one protest and one complaint; the latter could not be resolved at the Nationals and was submitted afterwards as a protest to the Competition Secretary as per the BMFA rules.

The protest was regarding the scheduling of rounds with the fly off being brought forward to Sunday afternoon in view of the weather forecast on Monday.

A decision to bring forward the fly off was taken early on Sunday morning and unanimously approved by all present. One competitor had elected to return home to London in the expectation that a fly off position was assured and he would not need to return until Monday. The CD asked Barry Robinson to phone that competitor and inform him of the change to the schedule. As the possibility has already been broached on Saturday and I am certain that the competitor was aware of the potential revision and Barry confirmed this by phone.

The first two rounds duly took place on Sunday afternoon.

On Monday the competitor arrived and expressed his doubts as to the change in schedule being permissible and thought it reasonable he should be allowed to have three flights on Monday. He submitted a protest of which the essence was that change in the schedule had not been published. The CD called a panel of three experienced people, John Bonner, myself and Jo Halman to consider the protest. The protest was not upheld. The protest fee was retained and sent to the BMFA for the CL TTF. On behalf of the panel, Jo wrote the reply to the competitor and the three members signed it.

Subsequently I have had expressions of dissatisfaction that John Bonner was on the panel as he was also a judge. However, being a judge adjudicating on a protest that has nothing to do with judging is perfectly acceptable.

A rule change in Vintage Stunt has been forwarded concerning the awarding of bonus point for manoeuvres attempted and after discussing with the CLAPA Vintage rep should be implemented.

There were a couple of minor procedural discrepancies which were dealt with when they came to light and did not reoccur to my knowledge.

Entries were down on previous year possibly a reflection of the poor weather in recent years and a general ageing of the competitors.

M Jones
07 Oct 14

Proposed new F2B team selection

Competitions

Each open competition identified on the BMFA Contest Calendar as including team selection, is to count towards the selection of the British Team.

Each BMFA competition shall comprise three rounds, with the best two from three rounds to count.

If the weather reduces the number of rounds able to be flown to two, then both are to count. A single-round competition cannot count for team selection purposes.

Six Centralised competitions, plus the Nationals, plus one open international up to 31st October, shall be eligible competitions for team selection each year.

Note: World and European Championships are not eligible as they are not open competitions.

If a Centralised competition used for the F2B League Table has to be postponed then it must be held on one of the two published Reserve Dates.

Flight Order

For the second & third rounds, the flight order shall start 1/3 & 2/3 respectively down the first round flight order.

(Unanimously approved at the 11th October CLTC meeting.)

Team Selection Table

A League Table will be compiled based on the best five events in the qualifying period which "provide a result" or, if less than five domestic competitions are held in the qualifying period, then it will be based solely on the number of domestic competitions held.

(The existing rule 4.0.3.2.3 will need a little modification.)

No BMFA event shall count as a qualifying event if it takes place within the period starting 14 days before the UK team properly departs for, and ending 14 days after the UK team properly returns from, a World or European Championship. The fliers say they will be disadvantaged if they are away at a Champs when the Nats are run and want this in to prevent any other fliers getting either points or normalisation from the Nats.

This is still under discussion by the CLTC.

Normalisation

A competitor who judges in place of competing would be entitled to the average of their record for the 4 top normalised scores as the choice for a replacement score. (The existing rule 4.0.3.2.2 will need some modification).

Raw scores to be used to determine the competition final results.

The results from each competition will be normalised to the formula below and used to form the Team Selection League table.

Formula: the winner's raw score will be normalised to 1000 and the other competitors' raw scores will be normalised as a percentage of that 1000.

The same formula shall be applied to the scores of any open international in which a British flier competes in order to determine his score for the Team Selection League table.

The maximum score obtainable in any season is 5,000 normalised points.

Note: At the end of the season, the Control Line Technical Committee Secretary will contact the top four placed fliers to request confirmation, or otherwise, that they will attend the following Championships if they are proposed as the team.

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REASONS for Normalisation of Scores

1. Makes for a far closer competition over the year, the final contest this year will now decide which of three flyers is the overall winner and there are five people still in contention for team places.
2. Gives a much closer reflection of points scored over the year. Someone in second place but only two points behind the winner under the present "points" system gets a thirty percent drop in points compared to possibly one percent using normalisation.
3. It allows for the inclusion of one international with a realistic comparison to foreign flyers.
4. The inclusion of an international allows for dropping of three instead of two competitions for team selection whilst still giving a reasonable opportunity to competitors only attending domestic events.
5. Every round of every completion becomes important.

M Jones

October 2014 (Amended Nov 2014)

F2B Team Selection Flight Order

???) Number of Rounds

???) For the second & third rounds, the flight order shall start 1/3 & 2/3 respectively down the first round flight order.

Note that the actual paragraph number has still to be determined.

Unanimously agreed at the CLTC meeting of 11th October 2014.

Jo Halman
CLTC Secretary
31 Oct 14

Rule Amendment: 4.0.3.2 F2B Team Selection

4.0.3.2.2 Points will be awarded to the final placings as follows:

- First place = ten points
- Second place = seven points
- Third place = five points
- Fourth place = three points
- Fifth place = two points
- Sixth Place = one point
- Subsequent places = nil points

Points will be allocated only to those competitors eligible to hold a UK FAI Licence. For the purposes of team selection league points, the top placed competitor eligible to hold a UK FAI Licence will be allocated “first place” points and so on down to the sixth eligible competitor.

Any F2B flier who judges

Note that this will only be necessary if the “Normalisation” rules are not adopted.

Unanimously agreed at the CLTC meeting of 11th October 2014.

Jo Halman
CLTC Secretary
31 Oct 14

F2B BMFA Variation (on FAI Sporting Code Rules)

4.2.5 Contest Weather

- 4.2.5 a) For BMFA contests the Contest Director and Judge(s) shall be the officials involved in delay or cancellation of a contest in the case of bad weather

Unanimously agreed at the CLTC meeting of 11th October 2014.

Jo Halman
CLTC Secretary
31 Oct 14

F2B BMFA Variation on FAI Rule 4.2.11 k)

4.2.11 Judging

- k) To ensure that the judges are working to the same judging criteria, a calibration flight must take place at the beginning of each day before any official flights commence. The calibration flight must be scored, notated if required, and analysed by the judges in question in order to reach common agreement on the judging elements.

In the case where there is only one judge at a contest, a calibration flight must still take place before the official flights but scoring, notation and analysis is not necessary.

Unanimously agreed at the CLTC meeting of 11th October 2014.

Jo Halman
CLTC Secretary
31 Oct 14

Rule changes to Team Selection for F2A, F2B, F2C, F2D

Add the text as follows:

- F2a** - 4.0.3.1.3 d) Under normal circumstances. the three top placed fliers will be proposed as the F2A team for the following Championships.
- F2B** - 4.0.3.2.3 d) Under normal circumstances. the three top placed fliers will be proposed as the F2B team for the following Championships.
- F2C** - 4.0.3.3.11 c) Under normal circumstances. the three top placed teams will be proposed as the F2C team for the following Championships.
- F2D** - 4.0.3.4.2 d) Under normal circumstances. the three fliers with the most points will be proposed as the F2D team for the following Championships.

Unanimously agreed at the CLTC meeting of 11th October 2014.

Jo Halman
CLTC Secretary
31 Oct 14

Rule Changes For Vintage Combat for the 2015 Season

Supported by the document "CFA Ballot Results AGM 2014"

4.4.7.1

The following model aircraft to be added to the list of approved models:

Model	Designer	Source	Date
Turncoat XL	Moggs Morris (UK)	A.M. 926	Feb 1967 p74
Bumblebug XL	Vernon Hunt (UK)	Frank Smart	1969
Vendetta	Jean Claude Marconcini	Modellistica	April 1974
Vendetta XL	Jean Claude Marconcini	Modellistica	April 1974

4.4.7.3 Lines

Delete and add text as follows:

~~Line connectors at the handle end should be sleeved~~

Line connectors at the handle end may have a maximum diameter of 13mm and must be sleeved as must the thread on any adjusting screw.

Mick Lewis
CFA Secretary
October 2014

Unanimously agreed at the CLTC meeting of 11th October 2014.

Jo Halman
CLTC Secretary
31 Oct 14

Revised Speed Rules 11-10-14

Summary:

1. Introduce new class F21.
2. Revised maximum weighs for classes F21, F40, 29 & 40.
3. Corrected weight for the 0.60 Light class.
4. Corrected class name for F2A.
5. Add F2G to the BMFA rule book with BMFA variations.

4.1.3 BMFA CONTROL LINE SPEED RULES

4.1.3.2 Definition of speed models

TABLE A

BMFA Class	Engine Capacity (cm ³)	Min. Diameter of Lines (mm)		Radius of Flight (metres)	Number of Laps (1 km)	Max Dry Weight (grams)	Pull Test (kg)
		Monoline	2 Line				
.049	0 - 0.9	0.30	0.25	14.15	6 (0.53 km)	250	10
0.12	0.9 - 2.1	N/A	0.30	14.47	11	450	15
0.15	1.51 - 2.5	0.50	0.40	17.69	9	550	30
F2A	Max 2.5	N/A	0.40	17.69	9	n/a	50G
F2G	N/A	N/A	0.40	15.92	10	600	40G
F21	2.51 - 3.5	N/A	0.45	17.69	9	700	30
21N	2.51 - 3.5	N/A	0.40	15.92	10	750	30
F29	3.51-5.0	N/A	0.45	19.9	8	1075	35
0.29	3.51 - 5.0	0.60	0.45	19.90	8	950	35
0.40	5.01 - 7.0	0.60	0.50	19.90	8	950	40
F40	5.01 - 7.0	N/A	0.50	19.90	8	1075	40
0.60 Light	7.01 - 10.0	0.75	0.55	19.90	8	1050	55
0.60 Heavy	7.01 - 10.0	0.75	N/A	19.90	8	1300	65
Fast Jet	At its minimum diameter, the tailpipe shall not be greater than 806.45mm ² (1.25in ²).						
		0.75	0.60	19.90	8	1150	65
Sport Jet		N/A	0.55	17.69	9	1150	45

4.1.3.5 Control Lines

- (a) All classes except 0.12, F.21, 21N **F29** and F.40, may use one or more control wires which may be linked or grouped together provided that control response is not impaired.
- (b) In classes 0.12, F.21, 21N **F29** and F.40, only two wire control may be used and no intentional linking or twisting together of the lines is permitted from the point of exit from the model to the control handle.
- (c) Sizes of wire are as shown in Table A with a tolerance of minus 2.5%
- (d) Control wires shall be of uniform diameter piano wire of good quality and in sound condition at least equal to BS 5216.
- (e) Wires bearing marks caused by gripping with pliers or similar shall not be used.
- (f) Wires may not be spliced together.

Unanimously agreed at the CLTC meeting of 11th October 2014.

Jo Halman
CLTC Secretary,
11 Oct 14

VINTAGE & WEATHERMAN SPEED RULE PROPOSALS FOR 2015

INTRODUCTION

Due to difficulties that surfaced at the Nats and some models apparently being built to conform to 'unwritten rules' which differ to the rules as they are, **I have consulted with all the current vintage speed competitors** and come up with the following proposed rule change (alterations underlined):

PROPOSED RULE CHANGES - VINTAGE SPEED

Amend rule 4.1.5.2 (c) as follows:

4.1.5.2 (c) ~~Wing area~~ **Linear dimensions** may be increased by up to 30% to increase stability **providing the appearance remains close to the original.**

Add a new rule at 4.1.5.11 as follows and re-number the subsequent rules:

4.1.5.11 Height of Flight

During the timing of the official flight, the flying height must not be less than one metre or more than three metres.

PROPOSED RULE CHANGE - WEATHERMAN SPEED

Again due to difficulties encountered at the Nats, it is proposed that:

Class VII Weatherman speed has the maximum weight increased to 44ozs and the line diameter to 0.45mm.

Tony Goodger
Vintage Speed Representative
06.10.14

Unanimously agreed at the CLTC meeting of 11th October 2014.

Jo Halman
CLTC Secretary
31 Oct 14

Vintage Stunt Rule Amendment

- 4.2.5. (c) ~~The bonus points for the completion of the schedule will be awarded if all manoeuvres are attempted. If for instance only 4 loops are flown, the manoeuvre has been attempted and will be marked.~~
- 4.2.5. (c) **Bonus points will be awarded only if each manoeuvre is (a) completed and (b) completed in the correct order. Incomplete manoeuvres will be marked but no bonus points will be awarded.**

Unanimously agreed at the CLTC meeting of 11th October 2014.

Jo Halman
CLTC Secretary
31 Oct 14

VTR Rule Changes

Following the VTRSIG AGM the following rule changes are submitted:

Class A Eligible Engines: Parra T3 to be added to the list

Class A Eligible Models: K31 and Zenith Mk4 and Mk7 to be added to the list

J Mealing

October 2014

Unanimously agreed at the CLTC meeting of 11th October 2014.

Jo Halman

CLTC Secretary

31 Oct 14

CLTC Treasurer's Report October 2014

CLTC Account (£2000)

We have spent just £53.33 this financial year as no meetings have been held thus far.

CL Contest Account

Income so far this season has been £1780.

Claims have amounted to £489.94 but more are in the pipe line.

The balance on the account stands at £731.92

£558.14 has already been moved to the CL Contest Fund.

CL Contest Fund

Received the above amount from the Contest Account and now stands at £2489

CL TTF

Now stands at £6719.30 having received £1306.92 from the CTTF in April.

£3200 was paid out to the World Championship Team.

CL T&E (£2300)

Closing date for claims was 30th September.

I will begin work on these in the very near future.

Mick Lewis
CLTC Treasurer
2nd October 2014

2014 BMFA Team Race Report

As another season has come to a close for F2C the 2014 season can be summed up as fairly successful. We lost two events early on but since May every scheduled competition was held in generally warm, calm conditions. Throughout the season we had a total of 11 teams compete (and record times) in 11 events including international competitions. The standard of flying was variable between the teams with the top few being very good whilst the others seem to be struggling to “get it together”. Two teams flew at the Dutch and French GP in July one of which made the semi-finals in both events. The British teams at world champs produced results around mid-table and are a bit off the pace. The Nationals were completely dominated by the Australian teams that had come over following the world champs. They really showed us how to fly with sparkling performances from all three teams and it was only a great race from our best team that prevented it being an all Aussie final, they did however take the first two places.

The forthcoming rule change that will introduce 3mm venturis will undoubtedly lead to new strategies and might even drive the need for further rule changes possibly to mandate the number of pit stops or reduce the tank capacity to prevent ‘one-stop’ races that we have seen in the few races that have been flown to the new rules. The prospect of the new rules and the developments that these will no doubt bring will certainly make the next couple of seasons very interesting indeed. It will be interesting to see how much of the current performance can be regained and whether this will accomplish the noise reduction limits that have been discussed at length and which drove these changes in the first place.

Team selection for the forthcoming Euro champs and the 2016 world champs will need to be “flexible”. The cost of travel to Australia has already precluded some personnel from even considering travelling so in order to field a full team some mixing and matching will be required.

In 2015 the contest calendar will be different to previous years to accommodate possible training events to help this process. All this is at an early stage at this time.

On the domestic front, the rule changes introduced in the Goodyear events have had a mixed response and some further discussion with possible tweaking may be necessary. F2CN has also come under scrutiny and the move for the class to become more like F2F is a distinct possibility with a view to increasing the number of participants. With this in mind the rule regarding multiple entries needs to be reviewed again to encourage greater participation.

Chris Barker
CLTC Team Race Rep
Oct 14

F2B Report

After a difficult start to the year progress has been made.

All the centralised have maintained entry levels despite the poor weather in spring. Luton proved the outstanding event with a number of entrants not usually seen at BMFA competitions apart from the Nationals.

Nationals entries however were down, this seems to be general problem with CLAPA championship having similar declining numbers.

Progress has however been made with CLAPA. Pete Tindal and Glen Alison acting together with myself are dealing with BMFA matters relating to CLAPA. It is working well and gives a degree of transparency and feedback that has possibly been missing in recent years and is slowly being appreciated by the wider CLAPA members.

After giving further thought to training aspects introduced this year it has become clear that although generally well received it proved difficult to implement at the start of the competition and I propose changing to after the final round instead. It is apparent that a dedicated training day / weekend may be of benefit and I will try to arrange one next year.

Judges training was also a victim of the weather with non-possible early in the year, I will consult and endeavour to address this and widen the judging pool which is another ongoing problem.

Is there a trophy available for BMFA league?

Mervyn Jones

Oct 2914

Combat Report October 2014

Vintage and Oliver combat continue to go from strength to strength with entries of 39 and 26 respectively at the Nationals.

The entry included flyers from Australia, France, Spain and the Republic of Ireland which was great to see and reminiscent of the foreign invasion of the early seventies. The Darley Moor International at the end of May could also boast similar numbers including Spanish and Dutch entries.

Throughout the year entries have been almost alarmingly high and on a couple of occasions we have had to open up a second competition circle to cope. Latest information to hand would suggest that this trend is set to continue next season which is wonderful but somewhat stressful for the organisers.

On the individual front congratulations must go to Richard Evans who won the Vintage class at both Darley Moor and the Nationals. He is currently involved in an intense battle with Richard Herbert to become the winner of the league. This will be decided at our final competition of the season on the 19th of October at Darley Moor.

The father and daughter team of Karl and Samantha Severne has continued to make progress this season to the extent that the CFA Committee has put their names forward to jointly receive the Eifflaender Family Trophy for Merit in Vintage combat. A report of the Darley Moor International appeared in Aeromodeller and a Nationals report will be in the next issue. The editor is keen to print an article on 'How to get(or get back) into Combat' over the winter and we are grateful for his support.

F2D has suffered from lack of entries again this season which means that very few flyers are contesting the (GBR) team places. However the top flyers are all of a good standard as shown by Andrew Shields' creditable performance at the recent World Championships.

F2E and 1/2A are only flown at the Nationals and both have a loyal if relatively small following of around a dozen.

Mick Lewis
October 2014

Vintage Team Race Report 2014

Vintage team race is continuing to see a decline in entries with the exception of the Nationals. This is due to the increasing age of the contestants and the limited flying sites available.

Racing was also affected by the weather, with only South Bristol's event at Berkeley and the Nationals having races.

Despite concerns with members of VTRSIG the relocation of the team racing at the Nats was generally well received.

Concern is raised regarding the abilities of some pilots entering the Nationals. A Junior entered Class A with no race experience and an elderly pilot was not safe to fly a three-up race. Attempts to give him a two-up race were met with complaints of favouritism.

John Mealing
VTRSIG Secretary
Oct 2014

REPORT ON VINTAGE SPEED AND SAM 35 ACTIVITIES - 2014

Peter Fox has taken over as SAM 35 C/L secretary for this year and hopefully the next 2. This has required a considerable input from myself as he is abroad so much, but between us we have successfully run a total of 6 competitions during the year.

We have seen a general reduction of entries despite the reduced number of competitions. It is difficult to pin down why, but I believe it is a combination of increased travelling costs, the increasing age of members and some of the current record speeds being so fast. To try to alleviate the last problem, SAM 35 is instigating a new set of simplified Weatherman rules aimed at new entrants and those that struggle to be competitive. I also ran a couple of practice events at the request of participants and hope to increase these next year. Records have continued to be broken and some are getting seriously fast. Dick Roberts is currently reviewing line sizes and pull tests.

Due to the uncertainty over the future of events at Barkston Heath and difficulties of finding an alternative venue, plans for the Retro Nats have been temporarily put on hold. Some of us are planning to enter the postal Perky competition run by NASS next year and think we will be very competitive, let's see.

The rule proposals appear in a separate document.

I also intend to produce a document with notes to aid in the clarification and interpretation of the existing speed rules for those who seem incapable of doing so!

I have been asked to look into banning monoline because current line sizes give an unfair advantage, while others want to keep it. My suggestion as a compromise is that we have two sets of records which can be used for calculating handicaps. Can I go ahead with this or does it require official sanction?

Tony Goodger
Vintage Speed Representative
06.10.14