

BRITISH MODEL FLYING ASSOCIATION
CONTROL LINE TECHNICAL COMMITTEE
ADOPTED MINUTES

of the 53rd meeting (wef 02/12/00) held on
18th January 2014
at Langley House, 21 Polegate, Luton, Bedfordshire

Present: Peter Halman, Chairman & SpeedCom Rep; Jo Halman, Secretary; Mick Lewis, Treasurer; Vernon Hunt, Member; Mervyn Jones, Member; Tony Goodger, Vintage Speed & SAM 35 Rep; Andy Housden, Carrier Representative

(53)1 Apologies for Absence

Apologies for absence were received from John Mealing, VTRSIG and Chris Barker, Member & TR Rep.

(53)2 Confirmation of Attendees with Voting Rights

There were six voting members.

(53)3 Minutes of Previous Meeting 14th September 2014

There were no corrections and Peter Halman proposed that the Minutes be accepted as a true and accurate record of the meeting of 14th September 2013. This proposal was seconded by Vernon Hunt and approved: For: 5, Abs: 1, Against: 0.

(53)4 Matters Arising from the Meeting of 14th September 2013.

- (51)6.6 The discussion document had been well received by CLAPA who agreed that "something needs to be done". (Aerobatics input also appears at items 9.1.1, 12, 13.6 & 14.).
- (51)6.1 British Goodyear rule changes for 2014. Ballot carried out; agreed rule change appears at Appendix 1. CLTC voting appears at item (53)7.
- (51)6.1a Open Goodyear rule changes for 2014. Ballot carried out; agreed rule change appears at Appendix 2. CLTC voting appears at item (53)7.
- (51)6.2 F2CN rule changes for 2014. Ballot carried out; agreed rule change appears at Appendix 3. CLTC voting appears at item (53)7.
- (51)6.3 Barton B rule changes for 2014, in liaison with Barton MFC, completed and agreed rule change appears at Appendix 4. CLTC voting appears at item (53)7.
- (51)6.4 Vintage Speed agreed rule change appears at Appendix 5. CLTC voting appears at item (53)7.

(53)5 Minutes of Previous Meeting 30th November 2013

There were no corrections and Peter Halman proposed that the Minutes be accepted as a true and accurate record of the meeting of 30th November 2013. This proposal was seconded by Vernon Hunt and approved: For: 3, Abs: 3, Against: 0.

(53)6 Matters Arising from the Meeting 30th November 2013

There were no matters arising.

(53)7 Email Voting to be Noted

The CL rule changes for 2014 including items (51)6.1-(51)6.4 above were voted upon by email on 9th January 2014. The voting was as follows:

Team Race, British Goodyear, Open Goodyear, F2CN & Barton B: Unanimous

Vintage Speed: Unanimous

Speed: Unanimous

Vintage Team Race: Unanimous

Note (i): the 2014 Combat (Vintage & Oliver Tiger) rule changes were agreed at the CLTC meeting of 14th September.

Note (ii): All five disciplines' rule changes had been forwarded to the new Technical Secretary for inclusion in the 2014 BMFA CL rule book.

Action

	<u>Action</u>
(53)8 Council Delegate's Report (from the January Council Meeting)	
(53)8.1 The BMFA Hon Secretary had submitted a discussion paper on the re-structuring of the BMFA Areas and Council of Management. Some areas had been galvanised by this and had or were adopting initiatives to become more involved with their clubs.	
(53)8.2 The Council Delegate reported that his club's delegate to his Area is unhappy at the way the Area business is conducted in what is considered to be a very undemocratic manner. The council Delegate was advised to suggest to his Club delegate that he report this to the BMFA Hon Secretary.	
(53)8.3 The information regarding the transport of batteries that the Chairman, in his role as FAI Delegate, had provided was well received and the BMFA Hon Secretary requested a regular update if possible. The Council Delegate thought there may be an implication for F2B and he will disseminate the information via CLAPA's newsletter.	PH MJ
(53)8.4 The 2014 F2 World Championship teams and Team & Assistant Team Managers were ratified.	
(53)8.5 It was decided to investigate if Leicester College playing fields would be (a) suitable and (b) available for F2B & Combat competitions. This will be progressed by the Secretary.	JH
(53)8.6 As the RCPTC is suspended, the RCP SBs now have a single vote each at Technical Council meetings.	
(53)9 Items Brought Forward from the Two Previous Meetings	
(53)9.1 From the Meeting of 14th September 2013	
(53)9.1.1 <u>Define the constitution of a novice team</u> : carried forward the next CLTC meeting.	JH
(53)9.1.2 <u>Replacement F2CN trophy for the Novice category</u> : specific agenda item at the next CLTC meeting.	JH
(53)9.1.3 <u>Status of VTR competitions</u> : Requested by email from the VTRSig Representative that it be carried forward to the next meeting.	JH
(53)9.2 From the Meeting of 30th November 2013	
(53)9.2.1 <u>BMFA Domestic Judges List (if applicable)</u> : Mervyn Jones informed the meeting that he had spoken with Roger Ladds who was willing to run training sessions for F2B judges in the light of the demise of Stuntcom. Mervyn is planning a meeting at the BFMA office with as many F2B fliers as possible, and Roger Ladds, to discuss how fliers and, especially the GBR team's performance, can be improved.	MJ
(53)9.2.2 <u>BMFA Competition entry fees: Centralised and Team Selection</u> : With the increase in site hire at the Barton site (see item (53)/10 and general rising costs, it was decided that the entry fees must be increased. There was very little competition surplus in 2013 although part of this was the number of Centralised competitions that had to be cancelled because of the bad weather. The lack of competition surplus seriously and adversely affects the CL TTF. After much discussion Vernon Hunt proposed an across-the-board increase to £20 and but with the special requirements for Team Race, the F2C entry fee would be £25. This proposal was seconded by the Treasurer and approved unanimously. The Treasurer suggested that where possible the disciplines should arrange at least one reserve date in case a competition is cancelled.	
(53)9.2.3 <u>Central Team Travel Fund</u> : The CLTC TTF account had received £1,200. The Chairman & Secretary thought it strange that this amount had come from the CTTF.	
(53)10 Barton Flying Site Charges (Chris Barker)	
Chris Barker reported by email that Barton Club had increased the hire of its site for BMFA Centralised meetings from 50% of the entry fees (with a maximum of £100) to a flat rate of £100. Cross-refer to item 9.2. This will have major impact if Aerobatics cannot/will not hold competitions at the same time as Team Race or Speed.	

(53)11 International Judges List Inclusion of M Crossman (Chris Barker)

Chris Barker reported by email that had been contacted by Mike Crossman who thought he had been removed from the 2014 FAI International Judges list (as an F2C Judge). The Secretary explained that his name had not been put forward by the Team Race Representative at the 14th September 2013 CLTC meeting. The Secretary had explained to the Team Race Representative that nothing can be done now until the names are submitted for 2015.

(53)12 F2B Rule Change (Mervyn Jones)

To enable the F2B paper generated by Mervyn Jones and adopted at the CLTC meeting of 13th September, it is necessary to formulate a BMFA variation on rule FAI Rule 4B.12 "Results Awareness" in the F2B Judges Guide of the F2 volume of the FAI Sporting Code. It was agreed that this would be along the lines of: "At Centralised Meetings there will be an extra training round before the beginning of the three rounds of competition for training with feedback to the individual flier from the F2B Judge. Participation in this training round is optional." Mervyn Jones agreed to take this to the F2B fliers for comments.

MJ

Mervyn Jones also requested clarification regarding competition interruption for bad weather. It was agreed that when a Contest Director is also a competitor, then the authority for deciding on an interruption for bad weather reverts to the Judge or Senior Judge in the case of more than one judge. Mervyn Jones was to take this suggestion to the F2B meeting for discussion, If there was a majority agreement, then this Committee could agree to use it as a local rule for 2014 and include it in the BMFA rule book for 2015.

MJ

Mervyn Jones is to prepare two detailed documents:

- (i) one regarding a possible amendment to F2B Team Selection rules to include a 2-day team trial for bonus points in addition to the F2B Team Selection league;
- (ii) and one outlining an amendment to the current F2B Team Selection rules to include an international along the lines of the rules for F2D Team Selection.

MJ

(53)13 Officer Reports**(53)13.7 Chairman**

As FAI Delegate, the Chairman had attended the CIAM Bureau meeting in December and had successfully persuaded Bureau to change the entry fee structure for Championships. He is working with Narve Jensen (Delegate Norway) on the detail for the Bureau proposal for the 2014 CIAM Plenary meeting.

He also informed the meeting that he will stand for the F2 S-C Chairman post that is scheduled for election at the same meeting.

He & the Secretary are working on the 2014 Draft ConCal and the first draft should be ready soon.

PH/JH

(53)13.8 Secretary

The Secretary informed the meeting that she will not be standing for re-election as CIAM Technical Secretary or, indeed, for any other CIAM post at the 2014 Plenary Meeting.

At the December 2013 CIAM Bureau meeting, she had been approved as the FAI Jury President for the 2014 F2 World Championships.

(53)13.9 Treasurer

Written report at Appendix 8.

It was noted that the closing date for receipt of claims for T&E is 30th September in any year.

(53)13.10 Speed

Noted for the Minutes that after a ballot of SpeedCom members, rules 4.1.38 and 4.1.3.11 were submitted to the CLTC for agreement. (See item (53)7.) The amended rules appear at Appendix 6.

It is hoped to have two Centralised competitions at Croydon, however, noise issues mean that pulse jets and open exhaust engines are not permitted. F2C & F2D are also not permitted.

(53)13.11 Team Race

No report.

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- (53)13.12 Aerobatics
Mervyn Jones hopes to have alternative sites at Nottingham and at Slip End, near Luton. He will confirm later. Action
MJ
- (53)13.13 Combat
Written report at Appendix 9.
The Secretary commented that there is still an issue with the “fly-away” shut-off rules where “automatic” is interpreted by the F2D Working Group (F2D WG) as “self-initiating” thus preventing any shutoff device that works automatically but is initiated by the pilot when the lines break from being used. The Australians have developed an excellent and reliable RC system that with the present interpretation of the rules is not permitted in competition. Vernon Hunt who is a member of the F2D WG said that this is not his opinion and that the rule *does* allow pilot operated engine shut-down via RC for fly-aways. He will take this up with Ingemar Larsson, the Chairman of the F2D WG. VH
It was noted that the 2014 Vintage & Oliver Tiger rule amendments had been agreed at the 13th September meeting.
- (53)13.14 Vintage Team Race
Nothing to report. It was noted that VTRSig had submitted a rule amendment to add a word that had been omitted when the rule amendments for 2013 were submitted. The rule amendment appears at Appendix 7.
- (53)13.15 Carrier
Written report at Appendix 10.
- (53)13.16 13.10 Vintage Speed
Written report at Appendix 11.

(53)14 Any Other Business

- (53)14.1 Mervyn Jones explained that John Bonner, one of the F2B Judges was very late arriving for the first day of competition even though he was camping on site: It seems that there may have been differing communication expectations between the Judge and the Overall Contest Director, Ray Lloyd. The Secretary was instructed to write to both of them in the hope that a line may be drawn under the incident and to look towards the future for the sake of F2B. She will send a draft of the letter to the CLTC for comments. JH
The Secretary was also requested to send a list of any F2B judges’ names to Mervyn Jones. JH
- (53)14.2 Vernon Hunt, liaison officer for the Darley Moor motorcycle facility otherwise known as “Ashbourne” for CLTC competitions held there,. There is a 20 year lease on the site and, in principle, there was approval for the construction of three hard circles. Vernon Hunt requested ideas on how to progress this as funding would be necessary. The Chairman suggested a plan to bid for a ECh & WCh on the AUS principle with a known income after the CIAM Fee structure changes. Then it may be possible to ask for a loan on the AUS principle of base rate + ½%. It might even be possible to commit to a donation to the lender of 2% of the final net surplus from the Championships. VH

(53)15 Date & venue of the next meeting(s)

The next meeting, Nationals Planning only, is scheduled for 8th February.
Dates for further meetings are to be established after email notification of CLTC members’ availability. JH

The Chairman closed the meeting at 16.30 hours.

Signed: *Signed copy on file*

Peter Halman
Chairman
Control Line Technical Committee

Distribution of Corrected & Adopted Minutes:

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

Dated: 8th February 2014

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

2014 British Goodyear Rule Amendments

4.3.6.3 CLASS BRITISH GOODYEAR

4.3.6.3.1 General

The rules for Open Goodyear shall apply with the following differences.

4.3.6.3.2 Engines

- (a) ~~All engines must be compression ignition.~~
- (b) ~~Maximum engine capacity is 2.5 cm³ chosen from the following list:~~
- | | | |
|-------------------------|---------------------------------|---------------------------------|
| AM 25 | DC Rapier | ED Racer |
| Elfin 2.49 | ETA 15 | Frog 2.49 |
| Oliver Tiger | CS Tiger | Russian Oliver Tiger |
| PAW 2.49 | Rivers Silver Streak | MVVS 2.5 RI or FI |
| MDS 15 | KMD 15 | ST 15 |
| SC 15 | | MARS 15 |

~~And any other 2.5cc compression ignition engine of similar performance. Any mark or model shall be permitted.~~

- (c) ~~Engines such as Nelson, Irvine, Rossi and other such high performance types are not permitted.~~
- (d) ~~The following modifications to the engine shall be permitted:~~
- (i) ~~Conversion of motors originally manufactured for glow ignition to compression ignition.~~
- (ii) ~~Replacement of parts with new parts as originally manufactured or similar to such parts.~~
- (iii) ~~The removal of metal from any part.~~

(a) Engines shall be any 2.5 cm³ Oliver Tiger or PAW or clones thereof which have enjoyed a significant production run. All engines shall be compression ignition, have radial porting and an iron/steel piston liner assembly.

(b) Any replacement parts shall, wherever possible, be genuine items from the original manufacturer or elsewhere. Should such parts be unavailable, replacement parts shall be manufactured to the original specification and in the original material.

(c) The only modification permitted is the removal of metal from any part.

4.3.6.3.3 Propellers

- (a) ~~Any commercially available thermoplastic or glass fibre-filled thermoplastic propeller is allowed.~~
- (b) ~~If the APC 7 x 5 propeller is used then only the 2007 version is permitted. The 2007 version is identified by the extension to the rear of the propeller hub.~~

~~Note: These propellers are exclusively available from PAW (as at 2008).~~

- (c) ~~Manufacturers' maximum RPM limits must not be exceeded.~~
- (d) ~~Propellers specifically designed for electric flight (such as the Graupner black CAM-speed) are expressly forbidden.~~

(a) The propeller to be used on all engines is an APC 7"x 6".

(b) No modification is permitted except to balance the propeller. When balancing, material may only be removed from one blade.

4.3.6.3.4 The Model

When flown over grass, the model shall be fitted with a one or two wheel undercarriage carrying wheel(s) each with a minimum diameter of 48 mm. A tolerance of minus 3.0 mm will be permitted to allow for wear.

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4.3.6.3.5 Lines

- (a) Two stranded steel wires of minimum width 0.3mm (0.012") shall be used.
- (b) Each of the wires shall comprise a minimum of three strands.

4.3.6.3.5 Fuel System

- (a) The fuel tank shall be mounted in such a way that the whole of the tank is outboard of the fuselage.
- (b) The fuel tank must be filled using a plastic squash bottle. Pressurised fuelling systems are not permitted.
- (c) Fuel feed from the fuel tank to the engine must be by engine suction. Pressurised fuel feed systems are not permitted.
- (d) Models are to be refuelled at each pit stop.

Reference: CLTC Email vote of 09/01/14: Unanimous

Jo Halman
CLTC Secretary
16/01/14

End of 2014 British Goodyear Rule Amendments.

2014 Open Goodyear Rule Amendments

4.3.6.2 CLASS OPEN GOODYEAR.

4.3.6.2.1 Specifications

Models

- ~~(a) The maximum engine capacity shall be either any 2.5 cm³ capacity with no restriction on construction, fuel feed or propeller type, or any radially ported compression ignition engine of 3.5 cm³ with a steel/iron piston liner assembly. on suction fuel feed and which only uses a commercially available thermo-plastic propeller.~~
- ~~(c) Fuel for glow engines shall have a maximum content of 20% nitro methane.~~
- ~~(f) The maximum weight of the model ready to fly with a full tank of fuel but with lines disconnected, shall be:.....600g~~
- (a)** Minimum projected wing area, including the area covered by the fuselage.....9.6 dm²
- (b)** Maximum width of fuselage excluding cheeks:.....26 mm
- (c)** Minimum wheel diameter:.....25 mm
A tolerance of minus 3.0 mm will be permitted to allow for wear.
- (d)** Minimum line diameter:.....0.375 mm (0.015")
- (e)** The load test shall be 20 times the model weight.
- (f)** The distance between the centre of the control handle grip and the centre line of the model shall be 15.92 metres.
- (g)** The radius of the pilots' circle shall be 3 metres and the radius of the flight circle shall be 19.6 metres.
- (h)** A safety wire constructed from **multi strand wire** with a minimum bulk diameter of 0.47 mm must be visibly and safely attached between the bellcrank pivot bolt and the engine(s).

4.3.6.2.2 Silencers

- ~~(a) Glow engines shall have a simple expansion chamber silencer with a circular cross section outlet fitted to each exhaust port. In the case of a single exhaust port the minimum silencer volume shall be 12.5 cm³. In the case of two exhaust ports the minimum silencer volume shall be 6 cm³. The maximum total length of the exhaust system from the exhaust port(s) of the cylinder to and including the outlets(s) shall be 15 cm.~~
- ~~(b) The engine manufacturer's standard expansion type silencer is also acceptable.~~
- ~~(c) Tuned mini pipe(s) are not permitted.~~

4.3.6.2.2 Engines

- (a) Maximum engine capacities shall be:**
 - (i) Any 2.5 cm³.**
 - (ii) Any radially ported compression ignition engine of 3.5 cm³ with a iron/ steel piston liner assembly.**
- (b) Integrally finned motors are not permitted.**
- (c) Exhaust extensions are not permitted.**

4.3.6.2.3 Fuel System

- (a) Fuel feed from the fuel tank to the engine must be by engine suction. Pressurised fuel feed systems are not permitted.**

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(b) Refuelling must be carried out by use of hand held squeeze bottle. Pressure refuelling systems are not permitted.

(c) Models must be refuelled at every pitstop.

(d) Fuel for glow engines shall have a maximum content of 20% nitro methane.

4.3.6.2.4 Propellers

(a) Any commercially available thermoplastic or glass fibre-filled thermoplastic propeller is allowed.

(b) Manufactures' maximum RPM limits must not be exceeded.

(c) Propellers specifically designed for electric flight (such as the Graupner black CAM-speed) are expressly forbidden.

4.3.6.2.5 Race Distance

(a) Heats and semi-finals shall be 100 laps (10 km), with two mandatory pit stops.

(b) Finals shall be 200 laps (20 km), with five mandatory pit stops.

(c) Maximum race time will be 10 minutes for the heats & 15 minutes for the final.

~~Note: There is no requirement to refuel at each pit stop.~~

Reference: CLTC Email vote of 09/01/14: Unanimous

Jo Halman
CLTC Secretary
16/01/14

End of 2014 Open Goodyear Rule Amendments.

2014 F2CN Rule Amendments

4.3.6.5 CLASS F2CN

F2C rules with BMFA variations shall apply with the following differences.

4.3.6.5.1 Engine & Fuel

- (a) Maximum engine capacity:2.5 cm³
Engines with integral finned liners are not permitted.
- (b) Maximum fuel capacity: 15 cm³
- (c) Fuel feed from the fuel tank to the engine must be by engine suction. Pressurised fuel feed systems are not permitted.**

4.3.6.5.2 Model

- (a) The models must have a profile fuselage with a shape representing a real aeroplane, including a canopy (which may be a drawn one), and must be at least 100 mm deep at the canopy.
- (b) The maximum width of the fuselage shall be no more than 26 mm.
- (c) The engine and tank shall not be enclosed.
- (d) The engine shall be side mounted such that the thrust line is level with, or outboard of, the outboard side of the fuselage with the cylinder head outboard.
- (e) Modified Goodyear models will be permitted but they must comply with the maximum fuel capacity. See paragraph 4.3.6.5.1.(b). Wing area and fuselage depth regulations shall not be enforced for these models.

4.3.6.5.3 Propellers

- (a) Any commercially available thermoplastic or glass fibre-filled thermoplastic propeller may be used.
- ~~(b) If the APC 7 x 5 propeller is used then only the 2007 version is permitted. The 2007 version is identified by the extension to the rear of the propeller hub.~~
- ~~—— Note: These propellers are exclusively available from PAW (as at 2008).~~
- (b) Manufactures' maximum RPM limits must not be exceeded.
- (c) Propellers specifically designed for electric flight (such as the Graupner black CAM-speed) are expressly forbidden.

4.3.6.5.4 Lines

- (a) The minimum line diameter for single strand wire shall be 0.3mm with a minus tolerance of 0.011mm.
- (b) If stranded line construction is used, these shall have a minimum of three strands and all strands shall be of equal diameter and the stranded combination shall have a minimum width of 0.34mm with no minus tolerance allowed.
- (c) The load test shall be 20 times the model weight.
- (d) The distance between the centre of the control handle grip and the centre line of the model shall be 15.92 metres.
- (e) The radius of the single pilots' circle shall be 3 metres and the radius of the flight circle shall be 19.6 metres.

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4.3.6.5.5 Race Distance

- (a) Heats and semi-finals shall be 100 laps (10 km) with two mandatory pit stops.
- (b) Finals shall be 200 laps (20 km) with five mandatory pit stops.

Reference: CLTC Email vote of 09/01/14: Unanimous

Jo Halman
CLTC Secretary
16/01/14

End of 2014 F2CN Rule Amendments.

2014 Barton B Rule Amendments

4.3.5.4 CLASS BARTON B With acknowledgements to Barton MFC

4.3.5.4.3 Engine specification

- (a) Engines shall be the Irvine 25 MK3 fitted with venturi part number X-IRV20-3240.
- (b) The venturi shall not be modified in any way.
- (c) No modifications to, or "blue printing" of, the engine is permitted.
- (d) Specialised bearings shall not be fitted to the engine.
- (e) Additional head shims part number X-IRV25-3065 may be fitted to adjust the compression ratio.
- (f) Glow plug type is not limited provided it fits the original seat.
- (g) A small amount may be machined off the exhaust stack to allow easier installation but the engine must still be capable of having the original silencer mounted by the original means. **It is permissible to machine a small amount of metal from the top of the mounting lugs thus rendering them level to facilitate mounting in the model. An extended prop driver may be used.**
- (h) Any infringement of the engine rules will mean a lifetime ban from flying this class.

4.3.5.4.6 Propellers

- (a) Propellers shall be APC, Graupner **or JXF Black Prop** 8" x 8"
- (b) **The minimum diameter of a propeller of the approved type shall be 7.5 inches to permit balancing and limited dressing of the propeller tips in the event of damage. Redressing of the tips of a damaged propeller which has been reduced to the minimum diameter of 7.5 inches may still take place within 0.375 inches of those tips. Apart from the above and boring the hub to fit the prop shaft/spinner, no other material may be removed from the propeller.** No modification is allowed except to balance the propeller.
- e) ~~Only one blade may be modified.~~

Reference: CLTC Email vote of 09/01/14: Unanimous

Jo Halman
CLTC Secretary
16/01/14

End of 2014 Barton B Rule Amendments.

2014 Vintage Speed Rule Amendments

4.1.5.2 Model

The following 3 rules are added:

- (d) No rescaling of models is allowed apart from (c) above unless shown on the original plan.
- (e) An unscaled kit or plan may be used in more than one class (1-7 only).
- (f) Minor modifications are allowed to enable fitting of alternative engines.

4.1.5.3 Engine

The following 2 rules are added:

- (d) Replicas of pre 31/12/58 engines are allowed.
- (e) Where replacement internal parts are not available commercially, it is permitted to substitute equivalent parts from another manufacturer providing it conforms with (c) above.

4.1.5.7 Entrant

Delete paragraph (a)

Paragraph (b) now becomes (a).

4.1.5.12 Whipping

Paragraph (c) is amended as follows:

Control handle must be on the **pilot's** chin or **centre of** chest.

Ref: (i) CLTC meeting 14/09/13, Minute Reference: (51)6.4

Ref (ii) CLTC email vote 08/01/13: Unanimous

Jo Halman
CLTC Secretary
16/01/14

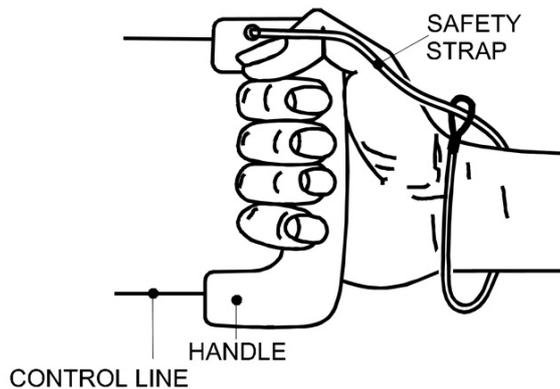
End of Vintage Speed 2014 Rule Amendments.

2014 Speed Rule Amendments

4.1.3.8 Safety Strap

In order to ensure that a speed model is prevented from flying away if inadvertently released by the pilot during a flight a safety strap connecting the competitor's wrist to the control handle must be provided by the competitor.

- i) The safety strap must be of the "noose" type, see drawing.**
- ii) There is no restriction as to where the strap is connected to the handle; however it is recommended that it is NOT attached at the bottom of the handle grip.**
- iii) Safety straps may be examined by the Contest Director to ensure that the intent of this rule is met.**



4.1.3.11 Load Tests

- (a) A load test shall be applied to the assembled control handle, lines and model equal to the load detailed in Table A, pull test.
- (b) In each case the pull shall be applied slowly, increasing to maximum load and releasing at a similar rate.
- (c) The pull test must be applied to the handle grip, not to the point of attachment of the lines and, when the handle is to be used on a single point pylon top the load test must also be applied to the 'hook' or 'ring'.
- (d) The safety strap/handle assembly ~~may~~ **must** be pulled ~~separately~~ to the same ~~weight~~ as the rest of the assembly. **load as specified in para (a) above.**

i) This test may be done separately from the line load test.

ii) The safety strap does not have to be on the wrist when this test is made.

- (e) In the Jet Speed classes, a load test of 22.5 kg shall be applied to the mounting brackets which attach the pulse jet to the model.

Note: For the wrist strap, the Speed Committee recommends a minimum of 80lb capacity cord for the classes up to and including .21 and a minimum of 160lb capacity cord for all classes above .21.

Supplies of suitable rope are available from most DIY stores. Parachute cord is available online from Amazon and Dick Hart has a plentiful supply of cord which he is happy to supply FOC.

Reference: CLTC Email vote of 15/01/14: Unanimous

Jo Halman
CLTC Secretary
16/01/14

End of 2014 Speed Rule Amendments.

2014 Vintage Team Race Class B Rule Amendment

Rule 4.3.7.4 (d)

Amend the rule to:

Class B **glow** engines must be loop scavenged with a baffle piston.

Reference: CLTC Email vote of 15/01/14: Unanimous

Jo Halman
CLTC Secretary
16/01/14

End of 2014 Vintage Team Race Class B Rule Amendment.

CLTC Treasurers Report, January 2014

Contest Account

Very little activity at this time of year.

At present it is £78 in credit.

Contest Fund

The same balance as reported in September 2013: £2,038.

Team Travel Fund

This has attracted £1,200 from the Central TTF and now stands at £7,393

Training and Excellence (£2157)

A total of £2,158 was paid to the ten team members who claimed.

CLTC

So far this year we have spent £327.99.

Mick Lewis

CLTC Treasurer

17/01/2014

Combat Report 2013 Season - Updated

The classes flown regularly remain F2D and Vintage. Oliver was flown three times this season but F2E and 1/2A were only flown once (at the Nationals)

There is good news and bad news to report from the season. Firstly F2D is in rapid decline with only 5 or 6 regularly attending the organised competitions.

Speaking to F2D flyers who no longer take part they tell me that the whole thing has become 'too complicated'. Rules have been brought in before the necessary equipment needed has been obtainable. This still seems to be happening.

On the other hand Vintage Combat has gone from strength to strength. Twenty five flyers attend most of the events and the Nationals entry of thirty five was the highest for many years. There seem to be three main reasons for this:

- (i) The speed limit has levelled the playing field.
- (ii) The availability of good reliable motors (Rothwell and JSO19).
- (iii) To a lesser extent, the laser cutting of some of the models has cut down building time.

Oliver combat is also healthy with twenty two entrants at the Nationals.

The Vintage season ended strongly in October at Darley Moor, Ashbourne, where numbers were yet again well over twenty.

The new Parra T3 and T4 motors are now undergoing tests in the Canary Islands and samples should reach the UK any day now. First reports are very good. There has been much interest in both Vintage, and to a lesser extent Oliver combat, recently with several returning flyers and some new flyers promising to put in an appearance this coming season.

Mick Lewis
Secretary
Combat Flyers Association
16/01/2014

Carrier End-of-Season Report to CLTC 2013

Contests

There have been 16 events, of which 12 will have been in the UK, 3 in Holland and 1 in Germany. Of the 12 UK events, 8 were of full weekend or longer duration and 4 were single-day contests.

There are 9 Carrier Decks in existence in the UK and 3 on the Continent, with 7 of the UK decks and 2 of the Continental decks in regular use.

Weather

So far as the UK events were concerned, we continue to complain about the wind more than anything else, yet tend to forget that we manage to fly in most conditions! Fortunately, no event had to be cancelled beforehand and only the MayFly at Old Warden had one day written off - the Saturday - and due to rain rather than wind. That's not to say, of course, that all the other events didn't suffer in any way (Leicester had more than its fair share of rain and it was seriously breezy on the Yorkshire Weekend Workshop's Sunday) but conditions were actually pretty reasonable for the majority of the remaining events, with those at the Old Warden Scale Weekend, Marlborough and Croydon being almost perfect. However, the event of the year, for the second year running, must again be the August Nationals at Barkston Heath, and this is dealt with below.

Attendance

Not bad at all! Despite the inevitable growing selectivity of our ageing aeromodelling population in respect of exactly what each of us decides to spend our increasingly limited money on, Carrier had the best attendance for several years - and this happily included the Nationals (again!). Nor do our ever-cautious national weather forecasters help matters: on a number of occasions the on-site actuals were measurably better than the forecasts of previous days, but peoples' plans are usually laid in advance and the forecasts had therefore caused some people to choose to do other things. As commented in several previous reports, it seems that a number of flyers are not prepared to take a chance and adopt the philosophy that "there's no such thing as the wrong weather, only the wrong clothing". On a few occasions, the 'home' weather was poor and therefore discouraged people, whereas the weather at the contest site was actually good. Now that's plain unlucky...

Carrier continues to be fortunate in its recruitment - due largely to the efforts of the Training Teams at the Nationals and the Old Warden events, plus a surprising amount resulting from word of mouth which is unfortunately not measurable but nevertheless seems to be remarkably powerful - and we experienced the widest age range in recruits that we've had for years: from 7 years old, through young middle age, to several retirees. As usual, of course, we welcome them all!

The Nationals

Wow! For the second year running, the Nationals was not only 'weather-flyable' but also very well attended. In fact, if many more people had pre-entered, we would have had some serious thinking to do about the handling of all the entries in the time available. Now that *would* be a position to be in! Anyway, Saturday went without a hitch both in terms of weather and continuity of flights; Sunday started a little windy but by the afternoon was behaving itself and resulted in another full day of activity; Monday turned out to be such a lovely day that the entire backlog of flights - mainly by Carrier's Training officials who are often very hard-pressed to find time for their own flying - were able to take place, even though this meant we flew until about 1400 (by which time in previous years some of the circles were already being dismantled!).

As in previous years, the Nationals was easily the largest Carrier contest of the season, with 44 pre-entries across the two Carrier classes - particularly pleasing in view of the previous disenchantment with Barkston's perceived local climate. Both the Training Circle, Practice Circle and the Information Tent were popular and heavily used, with the Info Tent PRO staggering out late on Sunday afternoon for a brief breather and the comment "Gawd - it's never been so busy!".

cont/...

Developments

Whilst 'traditional' IC engine/mechanical 3-line throttle control systems still outnumber any other systems, the contest use of electric power and/or electronic down-the-lines throttle control has been a rising trend during the last 5 years. As been noted before, it is distinctly possible that this form of power and control will eventually dominate both the competition and sport sides of Control Line. Basic Carrier Deck contests have seen a disproportionate number of the top places go to electric power in the last 5 years and this also continues to rise. Class 1 is now as likely to see electric as much as piston in the top places by virtue of reliability as well as performance. Quite remarkably, first, second and third places in Class 1 at the Nationals were electric for the first time in British Carrier's history, with first place in BCD also being electric - and second place was electronically-controlled IC! Beyond this, I personally hope that the increasing familiarity with electric power and electronic control will result in more EDF-powered jet models, particularly in Class 1, as this will open up a huge range of additional prototypes to model. We'll have to wait and see...

Andy Housden

18.01.14

REPORT TO THE CLTC VINTAGE SPEED EVENTS 2013

Last year was very similar to the previous year with some very good turnouts for most events. In particular the three Modelair events at Old Warden proved very successful and three further dates for this year have been confirmed. On a sad note we unexpectedly lost some good modelling friends last/this year and they will be sorely missed.

The Vintage and Weatherman speed competitions have continued to record fast times with several of the current records being broken. We had a total of 113 individual class entries in the Weatherman/Phantom leagues. With the new editor of the Aeromodeller (Andrew Boddington) keen to promote all events and communicate with key people I am hopeful that the previous difficulties can be overcome.

Peter Fox has now taken over as SAM 35 C/L secretary and will be CD'ing some competitions with co-operation from myself and Dick Roberts.

Although not a BMFA event, interest in SAM 35 classic speed, similar to Vintage Speed but with a cut off of date of 31 December, 1965, is increasing and I expect to have some good speeds recorded this year.

Work is continuing on planning the SAM 35 Retro Nats and things are starting to come together. Sensibly the date has been changed to early in 2015.

Tony Goodger
17 January 2014