

BRITISH MODEL FLYING ASSOCIATION
CONTROL LINE TECHNICAL COMMITTEE
CONFIRMED MINUTES

of the 65th meeting (wef 02/12/00) held on
Saturday, 28th October 2017
at **BMFA Buckminster, Sewstern, NG33 5RW**

Present: Vernon Hunt (Council Rep & Member); Chris Barker (Member & TR Rep); Mick Lewis (Treasurer & CFA Rep); John Mealing (VTRSIG Rep); Tony Goodger (Nostalgic Speed and SAM 35 Rep); Andy Housden (Carrier Deck Rep); Tony Cookson and Mervyn Jones (Member & F2B Rep).

(65)1 Apologies for absence	Action
(65)1.1 Apologies were received from Dick Hart/Paul Eisner (F2A and Open Speed)	
(65)2 Confirmation of attendees with voting rights	
(65)2.1 Vernon Hunt proposed that Tony Cookson replace Mick Lewis as CFA Rep. This was seconded by Mick Lewis and proved unanimously.	VH
(65)2.2 The voting strength of the meeting was established as seven.	
(65)3 Correction and adoption of the minutes of the meeting held on 18 February, 2017	
(63)3.1 Vernon Hunt proposed that the Minutes be accepted as a true and accurate record of the meeting of 18 February. This was seconded by Chris Barker, approved unanimously and signed.	
(65)4 Matters arising from that meeting	
(65)4.1 It was confirmed that Gran Canaria had won the bid to host the 2019 F2 European Championships at Las Palmas.	
(65)4.2 Jo Halman was to put forward a presentation to the steering group at their meeting on Saturday 21st 2017 but no feedback has been received. The BMFA has agreed to match any monies raised. It was unanimously agreed that the CLTC should have a representative on the steering group representing C/L at Buckminster. Vernon Hunt to follow this up by contacting the Chairman of the Steering Group.	VH
(65)4.3 CLAPA has now been adopted as a specialist interest group by the BMFA in May.	
(65)5 2017 Nationals De-brief and Financial Reconciliation	
(65)5.1 A can of diesel fuel had been spilt in one of the practice circles. Several attempts had been made to clean this up but with little success. Alternative methods could be investigated but a better approach would be to relocate some circles. The issue would appear to be with the contractors responsible for the airfield (Babcocks) rather than the RAF.	
(65)5.2 There was no PA system in circle 2 Requirement to be added to the equipment list for 2018.	

(65)5.3 Following the two instances of heart attacks (Barton and the Power Nats) it was suggested that we should invest in a defibrillator and train personnel in first aid. Money is being raised for one at Buckminster (cost ~£900)

(65)5.4 Following the heart attack, both the slow response time (~10 minutes) and the attitude of the paramedics was considered unacceptable. It is also required to find a better means of locating an accident on the airfield. A crash map was suggested.

(65)5.5 Because of the heart attack incident, 1/2A Combat was not completed. Under the current rules, the event can only be completed at an alternative date due to adverse weather. This clause in the General Rules needs to be modified to read: 'weather or extraordinary circumstances'.

(65)5.6 CD packs were not issued for the Nats. Val James to organise for next year.

(65)5.7 Chris Barker issued everybody with a spreadsheet showing the financial reconciliation for the Nats.

(65)6 Rule Changes

(65)6.1 Vintage Combat

(65)6.1.1 Models, propellers and engines - See attached sheet. Tony Goodger proposed that these models and engines be added to the approved list and propeller requirements rewritten as detailed. It was seconded by John Mealing and passed unanimously.

(65)6.1.2 Line Diameter and pull test. - See attached sheet. These alterations to the rules were proposed by Vernon Hunt and seconded by Tony Goodger and passed unanimously.

(65)6.2 VTR - Pit stop ruling - It was proposed by the VTRSIG that the following rule be added to the VTR rules: '4.7.1.5(e) For Vintage Team Race there is no requirement for a mandatory pit-stop (ref: general team race rule 4.6.2.1(b)). After much discussion, it was agreed to allow the rule change but monitor whether it works (John Mealing) and review the situation after one year. Mick Lewis proposed that this was adopted and seconded by John Mealing. It was agreed unanimously.

(65)6.3 Team Race

(65)6.3.1 Flying for more than 2 laps without engine running to be made illegal- 4.6.2.15 (xi) re-number subsequent rules. Agreed unanimously.

(65)6.3.2 Legality of pitstops - Models must complete one full lap for the stop to be legal, alteration to be put forward to working group. Agreed unanimously.

(65)6.3.3 1/2m line - increase to 1m (18.6m radius). After some discussion, it was agreed that there were some safety concerns regarding this proposal. A suggestion was made to consider the use of a retrieving stick. In view of this it was decided that this proposal should be forwarded to the sub-committee of the working group for further consideration.

(65)6.4 Speed

(65)6.4.1 Open Speed - See attached proposal from Dick Hart.

Tony Goodger suggested that for consistency the load tests (4.4.2.10) should be modified to be 40kg and 80kg respectively. These alterations were proposed by Tony Goodger and seconded by John Mealing. It was agreed unanimously.

CB

(65)6.4.2 Nostalgic and Vintage Speed

See attached proposal from Tony Goodger. This was proposed by Tony Goodger and seconded by John Mealing. It was agreed unanimously.

CB

(65)7 Training and Excellence

(65)7.1 This is covered in Mick Lewis's CLTC Treasurers Report.

(65)8 FAI Judges & Sub-Committee Nominations

(65)8.1 This is covered by the attached email from Chris Barker.

(65)9 2018 F2 World Championships

(65)9.1 Team Selection Update F2A, F2B, F2C, F2D

Chris Barker presented a table of F2C times to be used in determining the team and Vernon Hunt a results table for F2D with a suggested team selection.

CB

(65)9.2 Team and Assistant Team Managers

These posts are due to be advertised in the next issue of the BMFA News, closing date 15/12/17. Those selected will be informed by email.

CB

(65)10 2018 F2A World Cup for GBR to be held in Gran Canaria February 2018

This received unanimous support.

(65)11 2018 F2A/B/C/D World Cup for GBR to be held in Lugo 2018

This was approved unanimously.

(65)12 Speed Competition Discussion

(65)12.1 A copy of an email dated 18 July, 2017 from Jo Halman to Mick Lewis was circulated (attached). Tony Goodger commented that this was the first time he had seen this email. Whilst in the past he had been keen to co-ordinate Nostalgic and Open Speed, he was told that there was insufficient room at Wittering for an additional circle. Furthermore no efforts were made to prevent the clash of flying dates which would have allowed Nostalgic Speed fliers to fly at Wittering. In the meantime TG has made alternative arrangements for a full calendar of events in 2018.

TG

It was agreed that the fees would be paid for the use of Wittering for 2018, but usage be monitored to see if participation justifies the cost.

(65)13 Trophies to be assigned:

- (65)13.1 Eifflander Family Trophy - Combat Merit - William Wallace
- (65)13.2 John Oliver Memorial Trophy - Mick Lewis
- (65)13.3 Jack Marsh Memorial Trophy - Roger fisher
- (65)13.4 Pete Freebrey Memorial Trophy – Steve Malone
- (65)13.5 Knokke No 1 Trophy - C/L Meritorious Performance - Simon Molyneux/Sion Burns.
- (65)13.6 Jonnie Hall Trophy - David Smith
- (65)13.7 Alan Woodrow Trophy - Peter Halman
- (65)13.8 Budapest Trophy - Fitzgerald/Thomason
- (65)13.9 Wharfedale Trophy- Fitzgerald/Greenwood
- (65)13.10 ETA Trophy - S Molyneux/E Needham/S Needham
- (65)13.11 Czech Vase F2C World Champs Team selection for even years - Heaton/Broadhead
- (65)13.12 Gordon Yeldham Memorial trophy F2C Euro Champs in odd years - N/A

All the above were proposed by Chris Barker and seconded by John Mealing. They were approved unanimously.

(65)14 Council Delegates Report

- (65)14.1 The Chairman gave a verbal brief of details that affected control line activities.

(65)15 Technical Council Agenda - N/A meeting already held

(65)16 Pilot of the Year Trophy - No nominations

(65)17 AGM Model Display

- (65)17.1 Some members agreed to bring along models.

(65)18 Members reports

(65)18.1 The following members reports are attached:
Team Race/Secretary
Treasurer
Vintage Combat
F2D Combat
Vintage Team Race
Nostalgic Speed and SAM 35

(65)19 Any Other Business

(65)19.1 Relocation of C/L Scale Contest Circle at Barkston Heath
Andy Housden presented a case for relocating the C/L scale circle at Barkston Heath. This included both operational and safety issues and the full case is attached. There were no objections to this proposal.

(65)19.2 Team selection process for F2 fliers - No changes?

(65)20 Date of next meeting

(65)20.1 The next meeting of the Committee is scheduled for Saturday, 2nd December at Buckminster

The chairman closed the meeting at 16.30

Signed:



Chairman

Dated:

Distribution of Corrected & Adopted Minutes:

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

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

CB/AH

CB

ALL

Team Race/Secretary's Report for CLTC Meeting 28 Oct 17

The 2017 season was generally very good from a Team Race point of view with no competitions being lost to poor weather. Entries were low but stable with around 5-8 entries in F2C and F2CN, the Goodyear events held at Barton had similar numbers. Entries at the Nats were up on expectations and the excellent weather that we experienced this year made the 2017 Nats memorable and thoroughly enjoyable. One down side was that complaints received from the airfield operators regarding oils spills on the runway. Despite the efforts of the organisers and the CEO and Vice Chairman of the BMFA further work was required to restore the runway to an acceptable condition. I believe that a re assessment is required for the location of the team racing if we are back at Barkston Heath in 2018.

Six UK teams travelled to Piennes for the Dutch and French Grand Prix events in July. Results were mixed with some teams doing quite well whilst others struggled. One of our newer teams had a total disaster in F2C but through determination they actually won the F2CN (F2F) competition.

The European Championships held in Hungary was another event of mixed fortunes for the UK fliers. Operating in temperatures of +45⁰C proved difficult to find the perfect settings, knowing just how much to adjust the settings in those conditions is an art form that we in the UK need to master.

There is currently a discussion going on amongst the F2C fraternity regarding the future of the sport and the rules that may need to be imposed. The ideas include further reducing the venturi size, the addition of some form of exhaust duct to help reduce the noise, standard fuel and standard size propellers.

There are pros and cons for every aspect so we can expect the discussions to go on for a while yet. I have also instigated a discussion regarding the team selection process and whether in its current form it is fit for purpose. Initial feedback is that the process is working well.

On the secretarial front, this has been quite challenging what with competing and the pesky day job. I don't think that anything has been missed but.....

CLTC Treasurers Report October 2017

Contest Account

At present this stands at £209 after income has been transferred to the Contest Fund.

Contest Fund

This now stands at £3667.41 showing a net income for the season of £1016.75

I intend to transfer £2000 to the TTF after this meeting.

Team Travel Fund

After payments to the Euro Champs team and a credit of £1483.77 from Nationals income there is

£4004.63 in this account.

CLTC (allocation £2000)

£1817.76 was spent out of £2000 allocated last financial year. This is the first meeting for this

financial year.

Training and Excellence

I have just authorised payments to the team which along with payments to the F2B Judges Training

scheme should use all of the £3500 allocation.

The £3500 was due to be decreased to £3000 but I have successfully made the case for no

reduction.(unless the AGM will not pass it!)

I did of course ask for an increase!

CLTC Combat Report Oct 2017

I'm happy to report that Vintage goes from strength to strength. There is no doubt that publicity is the key. Regular reports in Aero Modeller, our own newsletter and web site plus a Facebook page run by Tim Hobbins ensure that everyone is kept well up to date. The introduction of the Fora Junior motor costing around £85 has also helped to stimulate the 'I'll see if I like it' crowd. Laser cut kits and even ready to fly models are available at reasonable cost as no one is trying to make money just to help the sport along.

Thirty eight flyers attended the first contest of the season at the NFC back in April exactly the same number entered the final contest at Darley Moor in October. Between times Darley Moor MAC ran a very successful International at the Ashton-on-Mersey RFC in May and the Nationals saw an entry of over fifty for the first time in many years.

Oliver Tiger Combat also saw an entry of over thirty with F2E seeing twenty one.

Sadly the F2D entry continues to decline with only nine flying this year and half-A with thirteen entries could not be run due to a problem on the Sunday afternoon which has been well reported elsewhere.

The ex-Nationals Oliver trophy, The Jack Marsh, was won by Roger Fisher in July and Mick Lewis won the John Oliver in September. These will be presented at the BMFA dinner in November.

The Eifflaender Family Trophy for 'merit in Vintage Combat' has for the first time been awarded 'north of the border' to Willie Wallace who regularly makes a round trip of six hundred miles to enter our contests.

Three weekends have been held at the NFC where on the Saturday F2D/F2E 'have a go' sessions have been run by Gordon Price to be followed by a Vintage contest run by the CFA on the Sunday. These have been a great success and there are plans to repeat them in 2018.

Richard Evans retired as Chairman of the CFA and has been replaced by Tony Cookson who we wish every success in his new role. Thanks to Richard for all his hard work in the past. He will continue to contribute to the sport in very many ways.

Without doubt I can say that this is the most successful season I have known during my time on this committee (since 2003).

The year began with a lot of unrest and uncertainty amongst the pilots, John James had retired as the only organiser and coordinator within the F2D fraternity, some seeing this as an opportunity for change.

We have to bear in mind that the pilots only number 7 or 8 in total and as such you would think that consensus would be a reasonably straight forward task. After several abortive attempts to agree a qualification process and structure for the season a meeting was called in February and agreement was reached regarding a process to run the season and qualification for the British team.

3 centralised events (including the Nationals), 3 practice events at the NFC and 1 World Cup event to be considered for team points. Competition format was changed from the FAI, 2 life system to a 'Round Robin' event where numbers allowing, each pilot would fly all other competitors, thus increasing the amount of flying. This was considerably fewer competitions than previous seasons. The 2 centralised events were to be held at Albemarle Barracks, Newcastle as a suitable flying site, scorers and a centre circle judge were available to run the competitions. The 'Nationals' was held at Barkston Heath. Attendance at the competitions as already outlined was 6, 4 and 7. The first practice event was well attended but subsequent attendances and participation I understand have been poor.

The centralised events have worked well throughout the year with one cancellation because of poor weather, the first reserve date being used for the competition. Flying was of a similar standard to previous years. Shut-offs still present a problem when flying with little line tension causing the motor to stop. Bouts are finished quicker because of pilots electing to end the bout, however stop at will mechanisms don't seem to be reliable enough and generally weren't fitted.

No safety incidents or accidents occurred during the events that I attended. The outer circles marked with cones work well. Centre circle works well when marked with a 'raised lip' e.g. hose pipe.

Next season will be very similar to this one, as all pilots enjoyed the round robin system and this looks set to continue, there is a move to have more centralised events which I encourage. There is some disagreement regarding 'World Cup' competitions, as you can attend multiples of these and take your best result. It has been talked about averaging these results. There are arguments both ways for this but seems a little unfair on those that can't afford to travel or don't have the time due to work commitments.

Graham Ives wins the 'Martin Leeper' Trophy and the Nationals.

Recommendation for British Team selection, Graham Ives, Mike Whillance and Gordon Price. Reserve being Andrew Shields.

2017 VTR report for CLTC

Vintage Team Racing continues to decline. This is due mainly to the age and health of its regular competitors and the locations of the flying sites that it uses. In addition to the Nationals three events were run by VTRSIG, one at Berkeley and two at Barton. SBMAC's event at Berkeley is totally reliant on teams that are prepared to travel. Barton has a number of local teams so is less reliant on travellers. Sadly Barton does not attract entries from the south of England. Classes 1/2A and B rarely attract enough entries to require running heats. Class A is relatively healthy and provides the best racing. Classic 15 and Barton B are run in conjunction with the VTR classes and have also seen a decline in entries. The entry at the Nationals reflected this decline.

John Mealing
VTRSIG Secretary

17.9 Members report

Nostalgic Speed and SAM 35 speed events - 2017

This year we again ran a full program of events throughout the year. These comprised Nostalgic Speed (encompassing Vintage and Weatherman Speed) and SAM 35 events, Classic, Phantom, Profile Weatherman, Profile Proto and Perky Speed. Brian Lever also ran some other vintage speed related events at Old Warden.

Reinstatement of the Power Nationals at Barkston Heath resulted in entries returning to near those in previous years with a total of 10 results in Vintage and 13 in Weatherman Speed being recorded. The class 6 record was broken in Vintage Speed and the top 4 in Weatherman all exceeded the current records.

I ran a Vintage event at Barton in July with Dick Hart but the turnout was so poor I can't see running such an event again. Due to a change in circumstances, the SBMAC has the possibility of greater use of RAF Colerne airfield near Bath. With this in mind, I plan to arrange practice sessions for members during the summer and will have a lightweight portable pylon available for those who want to practice for open events.

Tony Goodger 20.10.17