

BRITISH MODEL FLYING ASSOCIATION
CONTROL LINE TECHNICAL COMMITTEE
ADOPTED MINUTES
of the 42nd meeting (wef 02/12/00) held on
23rd October 2010
at Langley House, 21 Polegate, Luton, Bedfordshire

Present: Chris Barker (Chairman); Jo Halman (Secretary); Mick Lewis (Treasurer); Peter Halman (Member & Speed Rep); Vernon Hunt (Council Delegate)

(42)/1 Apologies for Absence

Apologies had been received from Barry Robinson (Member & StuntCom); John Mealing (VTRSIG Rep) and Andy Housden (Carrier Deck).

(42)/2 Confirmation of those with voting Rights

There were five voting members.

(42)/3 Correction & adoption of the Minutes of the meeting held on 27th February

There were no corrections and the SpeedCom Rep proposed that the Minutes of the meeting of 27th February be accepted as a true and accurate record of that meeting. This proposal was seconded by the Council Delegate and approved For: 3; Against: 0; Abstentions: 2

(42)/4 Matters arising from that meeting that are not on the Agenda

(42)4.1 (41)4.3 No update on the MIF Aerobatics trophy base.

(42)4.2 (41)4.4 It was agreed that attempting to manufacture the TRDU "in-house" is not working and so we will attempt to progress it commercially. The Chairman had to establish what could be salvaged and sold from the already purchased items to realise some monies to offset the current & future expenditure. He is to get a formal quotation with all details from the commercial company and then produce a detailed and comprehensive costings proposal as instructed by the BMFA Hon Treasurer.

He will try and get details in time for the December CLTC meeting and formulate a proposal for the January 2011 Council Meeting.

F2CN/F2F Comparison. The fliers seem content with F2CN but with the CIAM decision that from January 2011 World Cups can be held for any class in a category then F2F may well be included in the F2 World Cup. F2CN models can fly in the international F2F class.

(42)4.3 (41)5.0 Peter Halman, as FAI Delegate, had sent out his report. He noted that the F2C noise issue had been referred back to the F2C Working Group for solutions for 2011 and proposals for 2012. The F2C Working Group had not communicated with the rest of the F2 Sub-committee (F2 S-C) and so there is no update available. However, Peter was able to tell the meeting that Rob Metkemeijer (NED) has done some interesting work and made some interim conclusions and ideas for the way forward.

Work that may reduce the noise and increase the power of the engine was also being done on the F2D noise issue. There may be a new silencer available from Fora & AKM by February 2012.

F2D rules in their entirety had been approved. Even though some of the rules were not quite right but it was felt better to get them approved and then change the ones that did not work well.

There appears to be new person in Russia who is more communicative than has been the case previously and is keen to progress solutions to the F2D noise. Vernon Hunt is to report further at the next CLTC meeting.

From 2011, World Cups may be held for all classes and not just World Championships classes.

The 2012 World Championships were awarded to Bulgaria.

Action

CBk

VH

(42)/5 2010 World Championships Report

The Team Manager had not yet submitted his report. The Secretary is to remind him. It was noted that the hard-standing of the F2C pilots' circle at the Békéscsaba site needed to be extended by 0.75 m so that the circle marking was no longer on the edge of the hard-standing. The F2C line-check was a temporary one and this should be finished for 2011.

Championship medals: F2A Individual silver: Peter Halman
Individual bronze: Ken Morrissey
46 Entries
Team gold: Peter Halman, Ken Morrissey & Paul Eisner
20 Countries

F2D Individual junior silver: Jamie Griffin (15 years old)
78 Entries overall & 11 Juniors

Other results:

F2B 36th Rob Kitley 47th Barry Robinson 53rd Roy Cherry <u>80 Entries</u> 15th Team Place <u>29 Countries</u>	F2C 17th Fitzgerald/Thomason 24th Eifflaender/Broadhead 29th Ross/Yeldham <u>45 Entries</u> 7th Team Place <u>17 Countries</u>
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F2D = 4th Martin Coe
= 16th Jamie Griffin (J)
= 26th Andrew Shields
= 58th Mike Whillance
78 Entries
4th Team Place
25 Countries

(42)/6 2010 Nationals De-brief & Financial Reconciliation**(42)6.1 Finance**

Giving refunds for those classes not held because of the weather would be a huge administrative job for the BMFA Accounts department and it was agreed that we would issue a credit against those class entries for 2011. The Secretary is to progress this..

Vernon Hunt will make a donation to the CL TTF in lieu of the expenses he claimed.

It was agreed that imposing a three-week deadline for receipt of Nationals expense claims was reasonable. A note will be attached to each expense claim form for 2011 to help facilitate this.

It was suggested that Team Race entry fees plus those for all secondary class entries be revised and clarified for 2011. A model will need to be run to see how practical this is.

(42)6.2 Trophies

The trophy situation for 2011 will be reassessed at the February CL Nationals Planning meeting.

(42)6.3 Cages & Circle locations

(a) The Chairman has looked into hiring panels to build circular cages. He will submit detailed costings for consideration at the February CL Nationals Planning meeting.

They would have to be stored outside by the campsite. Probably Wednesday to Wednesday hire. It would be extremely useful if they could be delivered on a flat-top trailer

If we continue with the current cages, the Secretary is to ask if a flat-top truck could be made available to us which would be helpful in fixing the nets to the cables. It was noted that the current cages are 3m high only because the nets come in standard sizes, The FAI requires 2.5 m high cages which are not off-the-shelf sizes. After discussion of the reality of Speed & Team Race flying it was agreed that 2m high cages would be satisfactory.

(b) Circular cages would give a better utilisation of the runway in any case but this has to be re-assessed as there are now only two Team Race practice circles available. Peter Halman will revise the map for the February CL Nationals Planning meeting. At the BMFA Nationals Debriefing 2010/Planning 2011 meeting, the Secretary will request full runway roping with only crossing places being marked by cones. It is intended to accurately pace out the circles, mark the centres and place notices on the roping.

JH

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(42)6.4 Friday night practice facilities

There is no prerogative for any flying – CL, RC or otherwise – on the airfield until all the roping & setting up is finished. Nonetheless, if permitted, the CLTC will try and find a place for at least Combat flying.

(42)7 Rule Changes**(42)7.1 Team Racing Clarifications****4.3.6.2 Class Open Goodyear**

Add after paragraph 4.3.6.2.3 (c):

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

4.3.6.3 Class British Goodyear

At 4.3.6.3.6, add a sub-paragraph (d):

“(d) Models are to be refuelled at each pit stop.”

Unanimously agreed as amended.

4.3.6.4 Class Mini Goodyear

At 4.3.6.4.4 add a new sub-paragraph (c) and re-number existing paragraphs (c) & (d).

“(c) Models are to be refuelled at each pit stop.”

Unanimously agreed as amended.

(42)7.2 Aerobatics Rule Amendment**4.2.8.3 (b)**

Add at the end of the sentence “or an experienced volunteer can be assessed on the day to carry out judging duties.”

Unanimously agreed.

(42)7.3 Vintage Team Race Rules Update

Consolidate all the VTR classes under 4.3.7 Vintage Class Rules.

The 2010 BMFA Rule Book has been brought up to date regarding previous VTR AGM decisions that had not been included in the following years' rule books. The structure of the rules has been revised to follow that used in the 2010 Team Race rules.

The complete VTR rules appear at Appendix 1.

Unanimously agreed.

(42)7.4 Vintage Combat Rule Amendment

Amend 4.4.7.2 (f) as follows:

Any flier found to be exceeding the speed limit must demonstrate to the Contest Director that he is within the speed limit before being allowed to ~~fly again~~ **re-fly the bout**, otherwise he will be eliminated from the competition.

Unanimously agreed.

(42)7.5 Domestic Combat Rules Restructure

As previously agreed by this Committee, The Combat Representative had undertaken a restructuring of the BMFA Combat rules for the 2011 BMFA rule book. These had only recently been submitted and had not been read through by other CLTC members. The Secretary was tasked to read them and co-ordinate with the Combat Representative and to submit them to the Technical Secretary as unanimously approved by this Committee.

(42)8 Team Race: Change in Team Selection Competitions (see attached)

An in-depth discussion took place on the request that unlimited foreign TR competitions should count for F2C team selection. By a majority decision, it was agreed that a maximum of three foreign competitions could count. The Chairman was to provide the amended text to the Secretary prior to all the rule amendments being sent for publication in the 2010 BMFA Rule Book.

It was noted that the 2010 World Championships times had been included in the F2C team points table and this was incorrect; championships are not to be included. The Chairman said that this will make no difference to the team points table but he would correct it for form's sake.

(42)/9 Lead in Fuel

Peter Halman handed out papers relating to TEL. It is understood that TEL is absolutely banned in the EU and the USA. For model flying it is a health issue to the people using it and to spectators.

As a Technical Committee of the BMFA we need to decide whether we need to do something and if so then what and how to effect it. Peter asked the CLTC members to think about this and discuss at the next CLTC. Eventually CIAM could make a decision on it but it may help if a NAC has already investigated and banned it. The Secretary to (a) contact the FAI medico-physiological Group for their advice and (b) include the TEL topic on the Agenda for next meeting.

JH

(42)/10 FAI Judges & Sub-Committee Nominations (addressed prior to this meeting)

The agreed nominations as shown below were submitted at the 16th October Technical Council meeting.

FAI Judges

Current:

F2A: Peter Halman, Jo Halman, David Brewin

F2B: John Bonner, (Bill Grieve was withdrawn at his request)

F2C: Chris Barker, Dave Rudd, Bernie Langworth

F2D: John James, Vernon Hunt

Additional F2D: Mervyn Jones, Gordon Price

Additional F2B: Barry Robinson, Roger Ladds

F2 Sub-Committee

Current:

F2A: Peter Halman

F2B: Barry Robinson

F2C: Chris Barker, Dave Rudd

F2D: John James, Vernon Hunt

No change

It was agreed that Mike Crossman needs more international F2C experience but this is almost impossible to achieve. It was suggested that attending more international competitions – World Cups & Championships - to raise his profile and get known amongst the organisers and competitors would be helpful.

“Shadowing” the F2C Panel of Judges at internationals competitions would be very useful and Peter Halman had contacted Jean-Paul Perret who said that Mike would be very welcome to observe in the Judges’ tower at the French Grand Prix at Landres and to attend the F2C Judging seminar that Jean-Paul Perret is holding on the Friday night before the French Grand Prix. The Secretary is to write to Mike Crossman to explain this.

JH

(42)/11 2011 F2 European Championships**(42)11.1 Team Selection Update: F2A, F2B, F2C, F2D**

F2A: Peter Halman; Ken Morrissey, Paul Eisner; Reserve: none.

F2B: Rob Kitley; Barry Robinson; Roy Cherry; Reserve: Bill Draper

F2C: C Eifflaender/Broadhead; Fitzgerald/Thomason; Barker/Cuthbert;
Reserve: Toogood/Bollen

F2D: Mike Whillance; Martin Coe; Andrew Shields; Reserve: Martin Johnson
Jamie Griffin (Junior)

The Mechanics will be decided by email later.

(42)11.2 Team & Assistant Team Managers

An advertisement is on the News page of the BMFA website and has been sent to the BMFA News Editor for publication in the December issue. The deadline for replies is 31st December and the final selection will be by CLTC email voting.

(42)11.3 Venue

No info other than the listing in the FAI calendar and the link to the organiser's website (www.f2c.pl) does not work.

(42)/12 Trophies to be assigned:**(42)12.1 Eifflaender Family Trophy – Combat Merit**

Brian Waters – 139168. Perseverance in competing.

(42)12.2 Knokke No 1 Trophy – CL Meritorious Performance

Hart/Hart revitalised Pulse Jet flying.

(42)12.3 Johnnie Hall;

Dave Smith (BMFA No: 1784)

(42)12.4 Alan Woodrow,

Peter Halman (BMFA No: 50198)

(42)12.5 Czech Vase F2C WCh even years;

Not to be awarded as the next Championships are European and not World Championships.

(42)12.6 Budapest;

Barker/Cuthbert J (BMFA Nos:51784/51781)

(42)12.7 Wharfdale;

Eifflaender C/Broadhead J (BMFA Nos: 149669/37494)

(42)12.8 ETA trophy

Fitzgerald M/Thomason M (BMFA Nos:33566/87971)

(42)/13 Council Delegate's Report (of September Council Meeting

The Council Delegate reported that Full Council had voted to submit Oliver Witt (F5D) to the FAI for the CIAM Scholarship.

(42)/14 RAeC Bursaries

The Secretary had notified Ian Girdlestone in case Jamie Griffin wanted to apply but Jamie is too young for 2011 application however we will action this for the 2012 applications.

(42)/15 Technical Council Meeting

The Technical Council meeting had been held on 16th October.

Feedback from the CLTC Representative included:

That all the CL records had been ratified.

That the Competition Secretary is looking into longer periods of validity for FAI licences and a "credit card" type format for the future.

A policy over Barkston Heath & shared use for BMFA competitions.

(42)/16 Nomination for the Pilot of the Year trophy (wef 2010)

None.

(42)/17 AGM Static Model Display (addressed prior to this meeting)

Control Line Technical Committee will not be holding a display at the AGM this year.

(42)/18 Members' Reports (in writing if possible):**(42)18.1 Chairman & TR Rep's Report.**

Written report at Appendix 2.

(42)18.2 Secretary

The Secretary asked that where other CLTC members are responsible for particular items through the year, especially results, to please make sure they were sent to the Secretary in a usable format that requires minimum or no input from her to action.

- (42)18.3 **Treasurer**
The Treasurer had no updated information from the BMFA office and his year end report would be presented at the next meeting in December.
Nearly all the claims for the T & E have been received.
- (42)18.4 **Speed**
Bad weather affected most of the competitions with the loss of one.
- (42)18.5 **Team Race**
Combined with the Chairman's report
- (42)18.6 **Aerobatics**
No report.
- (42)18.7 **Combat**
Written report at Appendix 3.
- (42)18.8 **Vintage Team Race**
No report.
- (42)18.9 **Carrier**
No report.
- (42)18.10 **SAM 35**
No report.

(42)/19 Any Other Business

- (42)19.1 (a) The Secretary suggested that it might be helpful to specify a minimum number of competitions with regard to the existing number of competitions "to count" for team selection. She will send her conclusions and text, if necessary, out to the CLTC for an email vote.
- (42)19.2 (b) The Morrissey/Heaton/Fleming Barton B heat and final race times record claims had been sent to Dave Finch VTRSIG to facilitate the timekeeper details and signatures but he said that faster times had been set at the South Bristol Gala and had not, therefore, progressed the claim forms. The Secretary had pointed out that the Morrissey/Heaton/Fleming claims were the only ones submitted and they should be progressed regardless. The BMFA rules for record claims have to be BMFA competitions and the South Bristol Gala was a South Bristol Club event. The Secretary is to write to Dave Finch to explain this. If further claims were submitted for this class, then it would be up to BMFA Full Council to decide which should be ratified.
- (42)19.3 (c) The CL Calendar will now be put together along the same weeks as 2010 taking into account the changed dates of Easter and Piennes. Venues will probably be the same as 2010 and, if necessary, CL can share with the disciplines already booked for Barkston Heath.
- (42)19.4 (d) F2D Shut-offs: Regarding the difficulty of establishing when & how the F2D fuel shut-off is activated. Manual or remote instigation of an automatic system? Mick Lewis, Peter Halman & Jo Halman all said a distance rule eg the model landing within the boundary of the fly-away area is the simplest and most practical way forward; not a period of seconds as previously suggested by the CIAM F2 Working Group. This "outer perimeter" would need to be defined in the rules. There could, possibly, be a downside net to catch fly-away models. The "shut-off on demand" principle that has been discussed for the future requires a remote system which is what the CIAM F2 Working Group is trying to now ban. Vernon hunt said that "shut-off on demand" could mean that the official tells the fliers to cut the engine not that the officials shut down the engines themselves.

JH

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(42)/20 Date of Next Meeting

The next meeting was confirmed as **11th December** at Luton.

The meeting closed at 17.25 hours.

Signed: *Signed copy on file*
Chris Barker
Chairman

Distribution of Corrected & Adopted Minutes:

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

Dated: 12th December 2010

Other Distribution Required: As necessary

Rationalisation & Updating of the VTR Rules

4.3.7 Vintage Class Rules

4.3.7.1 Object

To assist organisers and participants in Vintage Team Racing events by providing a clearly defined code of practice which typically retains the original character of models and events prior to 1958.

4.3.7.2 Eligibility of Models

- a) Models shall be either, scale or semi- scale in appearance and if semi- scale must have a raised windshield or cabin. The aspect ratio of the wing shall not be more than 8:1 or less than 4:1. The cockpit or cabin must contain a scale pilot the head of which shall be not less than 7/8 inches deep.
- b) For **classes A and B**, must be built to a constructionally detailed and dimensioned plan or three-view published or kitted prior to 1st January 1958. January 1958 magazines are accepted as published in 1957. The model must comply with the accepted team racing rules at the time of publication. Exceptions to this rule may be permitted as follows:
 - i) Where only photographic evidence of a plan was published before 1st January 1958 a plan drawn from a photograph, signed by the original designer and/or approved by the VTR committee.
- c) For **class 1/2A**, models must be built to a constructionally detailed and dimensioned plan or three-view published or kitted prior to 1st January 1961. January 1961 magazines are accepted as published in 1960.

In addition the flowing types of model will be eligible for class 1/2A:

- i) Any approved vintage class A model fitted with a 1.5cc engine and a 10cc fuel tank.
- ii) Any approved vintage class B model which is scaled down to 1/2A specifications. The percentage reduction must be specified by the entrant for approval and scrutineering purposes.

4.3.7.3 Model Details

The following section gives typical (but not exhaustive) guidelines for what may or may not be allowed.

- a) Structures may be strengthened for racing to current BMFA rules, using materials and methods consistent with the period. i.e. sheet and block replacing built-up structures and fabric. Where designs have wings of a built-up structure replaced with solid sheet, the wing thickness may be reduced.
- b) Designs with split fuselage construction (e.g. Footprint) may be made in one piece. No metal pans, otherwise, type of engine installation and access can be to individual choice provided the original thrust line is maintained. Engine position, fore and aft, and cowling may be adjusted to suit different engine dimensions and weights.
- c) The vertical position of the wing may be altered, e.g. designs with wings that are installed above the engine bearers, may now have the wing positioned below, low wings may be raised. There is no limitation to the amount of movement but in all other respects the profile and plan-view of the design must remain as plan, (except where otherwise stated, i.e. engine and cowling).
- d) The elevators must be as per plan (no one-sided elevators).
- e) Circular bellcranks are permitted, grouped lines are not. A minimum of 1" line spacing must be maintained, measured at the exit point at the wing tip. Lead-outs may be installed through, below or above the wing, according to choice. The connection between the lead-outs and lines must be external to the model. This applies to all Vintage Team Racing classes.
- f) A working engine shut-off **MUST** be fitted, for emergency use only. It must not be employed as race strategy. The penalty for activation during the race is disqualification (DQ) and is the sole decision of the Contest Director (CD).
- g) The use of glass, carbon, Kevlar or other resin bonded fibre is not allowed except for localised repairs. Bonded nylon or silk may be used.
- h) There shall be no use of such modern features as multi-function valves and pressure refuelling.

- i) Spinners must be retained if shown on the original plan. Models may be flown with the spinners removed, but, if so, a domed safety nut compliant with BMFA racing safety rules must be fitted.
- j) Glow plug activation systems shall be limited to commercial clips, two pin plugs or jack plugs. Any other system must be shown on the original plan of the model or have acceptable proof of use in the period.
- k) The undercarriage wheel track shall be a minimum of 4inches.

4.3.7.4 Eligibility of Engines

- a) A vintage engine is one where the design and MK number was advertised for sale prior to 1st January 1958, although the engine need not necessarily have been manufactured by that date.
- b) The engine used in a model in the Vintage Team Racing classes shall either conform to the above or, if of a later design and manufacture, be a plain bearing, non-schnuerle ported engine, commercially advertised at some time.

Note: Schnuerle porting is defined as two or more directionally shaped ports, symmetrical about, and adjacent to, the exhaust port, normally in conjunction with, but not limited to, a flat topped piston.

- c) The use of ETA 6C engines and Mk4 Oliver engines will be permitted as they are direct lineal descendants of earlier, scarce engines and offer no marked increase in performance.
- d) Any engine modifications, replacement parts or hybrid engines must use materials and technology clearly in use for model aircraft engines used in team racing prior to 1st January 1958.

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

In the case of classes 1/2A and A engines, piston shape is not restricted. The tuner may then remove as much metal as he sees fit.

- e) Bearings may be bushed with non-ferrous materials and liners may be chromed.
- f) Peripheral jet carburettors are allowed.
- g) A hybrid or replica engine must have an original crankcase or one using the same method of manufacture as the original crankcase (to qualify as original, it will be the manufacturer's original crankcase or a crankcase of an accepted replica). All other components may be a mix of different engines or custom made, in accordance with the technology of the time period.

4.3.7.5 Race Conduct

The conduct of the race shall be in accordance with the rules laid down for the conduct of Team Racing events in the current edition of the BMFA Contest Rules Book. In the interest of safety the Contest Director may, at his discretion, group model/teams according to their performance/competence.

Note: An exception to the above, in vintage racing, models already on the ground must avoid causing an obstruction to any landing models, either in the air or running in to their pit station. Unlike modern T/R there is no minimum over-fly height. Lines must be on the ground and a pitted model should not be released to undertake or foul a landing model. To do so is a DQ.

The pilot must be crouching with one hand on the ground at the start and during pit stops. (Ref: Team Racing General Rule 4.3.4.9 (d))

4.3.7.6 Proof of Authenticity

Scrutineering will be carried out at the discretion of the Contest Director and may include model/engine, tank capacity and lines. The onus of proof lies with the entrant for any model/engine/feature not listed and he must have acceptable provenance on the day of the contest.

4.3.7.7 The Circle

- (i) The radius of the pilot's circle shall be 9 feet 10 inches for all classes.
- (ii) The flight circle shall be divided into six equal segments for the locations of the starting positions. The choice of starting segment shall be by means of a draw.

Note: The diameter of the flight circle appears in the class rules.

4.3.7.8 Lines

The control lines shall be measured from the centre of the handle to the centre of the model. They shall conform to current BMFA safety regulations for Team Racing. Each ready to-fly-system of handle/lines/model shall be subject to a pull test of 20 times the model weight.

4.3.7.9 Vintage Team Racing Class 1/2A

4.3.7.9.1 Model Specification

Maximum engine capacity	1.5 cm ³
Minimum projected wing area	55 ins ²
Maximum fuel tank capacity including pipes	10 cm ³
Minimum fuselage width (at cockpit)	1.25 ins
Minimum fuselage depth (at cockpit)	2.5 ins
Minimum wheel diameter	1.5 ins

4.3.7.9.2 Propeller

Only APC or Graupner propellers may be used. No reworking of propellers is allowed other than reducing the diameter and treating one blade for balance.

4.3.7.9.3 Lines

The line length from the centre line of the handle to the centre line of the model shall be 42 feet 0 inches.

The minimum line diameter shall be 0.012inches.

4.3.7.9.4 Race Distance

Heats will be run over 100 laps (5 miles)

Finals will be run over 200 laps (10 miles)

4.3.7.9.5 Flight Circle

The radius of the flight circle shall be 53 feet 6 inches.

4.3.7.9.6 Eligible Models

Model	Designer	Source	Date
6.5 (reduced Class B)		Accepted by VTRSIG	
½ Midget	W Musciano	Model Aviation	MA2/1950
Boeing P26A (scale)	P M H Lewis	Model Aircraft	MA123
Burley 1/2A		Accepted by VTRSIG	
Cream Puff		Accepted by VTRSIG	
Cupid		Accepted by VTRSIG	
Diddy Dice (reduced Class B)	C Taylor		
Estrellita Jr	F Ptazskiewicz	Model Aviation	MA7/1950
Frog Hornet		Frog Kit	
Gnat	Foursome	APS	
Half Pint		Aeromodeller Annual	
Hawker Tempest (scale)	CM Milford	Model Aviation	MA4/1955
Hyperion		Accepted by VTRSIG	
Keil Kraft Ranger		Keil Kraft Kit	
Little Warrior	M Bassett	Aeromodeller	
ME 109 (scale)	P M H Lewis	Model Aircraft	MA278
Mercury 1/2A Team Racer		Mercury Kit	
P40 Warhawk (scale)		Accepted by VTRSIG	
Panko Baby		Accepted by VTRSIG	
Skeeter	R Taccini	Model Aircraft	MA257
The Nurk	M Bassett		
The Weaver		Accepted by VTRSIG	
Shoestring (scale)	P Lewis	Model Aircraft	MA297
Veron Pinto		Veron Kit	
Wee Bipe	W Winter &	Model Aviation	MA7/194
W Schroder		Accepted by VTRSIG	
Wharfdale 1/2A	J Horton	Original Drawing	

4.3.7.9.7 Eligible Engines

AE 15	Albon Javelin/Sabre	AM 10/15
Byrford Sabre 1.5	BWM 150	Byra 1.5

Cipolla 1.5	CS Tiger Cub	DC Sabre/Spitfire
ED Fury/Super Fury/Hawk/Cadet	Elfin 149 BB and BR	Frog 150/150R/Viper
JB Atom	Le Simmone HR 15	Margaret Meteore
ME Snipe	MVVS 1.5	OK Cub Diesel
Oliver Tiger Cub (360) (non Schnuerle)	PAW 1.49	Russian MK17
Taifun Record/Hurrikan	Webra Record	

4.3.7.10 Vintage Team Racing Class A

4.3.7.10.1 Model Specification

Maximum engine capacity	2.5 cm ³
Minimum projected wing area	70 ins ²
Maximum fuel tank capacity including pipes	15 cm ³
Minimum fuselage width (at cockpit)	1.5 ins
Minimum fuselage depth (at cockpit)	3.0 ins
Minimum wheel diameter	1.5 ins

4.3.7.10.2 Deviation to the above specification

Class A models built to early FAI rules (eg Phfft) which therefore cannot comply with the above cockpit dimension definitions will be measured at an appropriate section.

4.3.7.10.3 Propellers

Propellers shall not be of the glass, carbon, Kevlar or other resin bonded types.

4.3.7.10.4 Lines

The line length from the centre line of the handle to the centre line of the model shall be 49 feet 5 inches. The minimum line diameter shall be 0.012 inches.

4.3.7.10.5 Race Distance

Heats will be run over 85 laps (5 miles)
 Finals will be run over 170 laps (10 miles)

4.3.7.10.6 Flight Circle

The radius of the flight circle shall be 60 feet 11 inches.

4.3.7.10.7 Eligible Models

Model	Designer	Source	Date
Alien	W Woodrow	MA244	8/56
A-bus	J Johnson		
Arau	Portuguese	J Isidro	1957
Bambi	K Brenk		1957
Battler	R Moulton	Model Aviation	1950
Black Chiffon	C Milford	CL/486X	10/52
Burley	J Horton	J Horton	1954
Cannonball	J MacArthur		1955
Chingford Racer	L Haywood	Aeromodeller	1956
Competitor		Hearns Hobbies Australia	1951
Dimpled Dumpling	Mac Grimmett	D Finch	1956
Elfcat	T Millar		1952
Elliptical	J Horton	J Horton	1957
Fingerprint	Forresters Club		1956
Footprint	P Smith	CL/589X	6/55
Fury	R Mayers	Aeroflyte Kit (Australia)	1956
Gengangaren	M Hagberg	MA 264	11/57

cont/...

Honeybug	F Ehling	Air Trials	
Hornet		Skyleada Kit	1951
Humpty Go-Kart	D Edmunds	Aeromodeller	1955
Hyperion	L Hayward	Aeromodeller	4/52
Jabberwocky	W Hume	CL/514X	6/53
Jambon	N Butcher	MA 99	4/51
Mac	S McGoun	Mercury Kit	1955
Mercury MkII		Mercury Kit	1951
Mew Gull	H A Thomas	CL/600	7/55
Midget Mustang	P Smith	Veron Kit	1950
Minibuster	P Smith	Veron Kit	
Nervansage	W Kroger	MA 200	1/55
Nike	D Edmunds	Aeromodeller	1954
Olympian	T Smith	South Bristol	1953
Pacemaker	S Rymill	CL/509X	4/53
PHHT IV	H Stouffs	AM 3-view	1957
Pluto	M Smith	MA 211	5/55
Ranger	W Dean	Keil Kraft Kit	1950
RO56	J Rohr		1957
Scout	W Dean	Keil Kraft Kit	1949
Shorty	B Deason	Australian Nats Winner	1957
Skyhawk	L Ellis	CL/687X	12/57
Starshell		Australian Kit Plan	
Sorcerer's Apprentice	N Butcher	CL/515X	6/53
Swift		Hearns Hobbies (Australia)	
Tarantula	J Horton	Wharfdale Club	1956
Texan	R Young	Mercury Kit	
Tiger Terror	J Muir	MA	1956
Time Traveller	D Edmunds	CL/642X	12/56
TK 4	R Moulton	CL/411X	1/51
Tomahawk	S Alexander		
Tornado	G Bergamaschi	Olimpic Kit (Italy)	1956
Voodoo Mk1	G Yeldham	G Yeldham	1953
Voodoo Mk5	P Stephens	Contest Kits	1957
William Henry	J Horton	J Horton	1955
Wolverine	Meadmore Bros	Australian Model Hobbies	12/51

4.3.7.10.8 Eligible Engines

Alag X3	AM 25	Barbini B40
Cox 15 (PB)	CS Oliver Mk3 Replica	CS Elfin 2.49 Replica
DC Rapier	Eifflander Special	ED 246
Elfin 2.49	Enya 15D/15G (PB)	Frog 250/249BB
Fox 15 (PB)	Fuji 15 (PB)	Indian 'K' 2.5
K&B 15 (PB)	Oliver Tiger (Mks 2,3,4)	OS 15 (PB)
PAW 249 (PB Mks 2,3)	PAW Eifflander Special Replica	PAW 2.49 VTR
R250 Rothwell	Russian Oliver Mk 3 Replica	Super Tigre G30
Silver Swallow	Webra 2.5 (Mach 1 & Winner)	

4.3.7.10.9 Special Provisions

In view of the probable dominance of Class A events by one type of Vintage engine, provision shall be made for an award to be given to the team using a Vintage engine, as defined in 4.3.7.10.8, other than the Oliver Tiger or one of its clones/replicas.

4.3.7.11 Vintage Team Racing Class B

4.3.7.11.1 Model Specification

Maximum engine Capacity	5.0 cm ³
Minimum engine capacity	2.51 cm ³
Maximum projected wing area	125 ins ²
Maximum fuel tank capacity including pipes	30 cm ³
Minimum fuselage width (at cockpit)	2.0 ins
Minimum fuselage depth (at cockpit)	4.0 ins
Minimum wheel diameter	2.0 ins

4.3.7.11.2 Propellers

Propellers shall not be of the glass, carbon, Kevlar or other resin bonded types.

4.3.7.11.3 Lines

The line length from the centre line of the handle to the centre line of the model shall be 56 feet 0 inches.

The minimum line diameter shall be 0.0136 inches for single strand lines and 0.015 inches for multi-strand lines for models powered by engines with a capacity greater than 3.5 cm³.

For models powered by engines with a capacity of 3.5 cm³ or less, the diameter for single strand lines may be reduced to 0.012 inches.

4.3.7.11.4 Race Distance

Heats will be run over 75 laps (5 miles)

Finals will be run over 150 laps (10 miles)

4.3.7.11.5 Flight Circle

The radius of the flight circle shall be 67 feet 6 inches.

4.3.7.11.6 Eligible Models

Model	Designer	Source	Date
Able Mabel	D Clark	MA News	1/50
Accelerator		Super Kits(Australia)	1/57
Auggie	D Shipton	D Shipton	1951
Bartlett Bullet	W Bartlett	Air Trails	?
Battler	R Moulton	Model Aviation	1950
Bluebottle	C S West	CL/526X	9/53
Blue Star	P Vittori	Modellismo	5/54
Cardinal Puff	C Taylor	MA 95	3/51
Challenger	L Schulman	MA News	?
Chatterbox	K Conrad	MA News	4/49
Chow Hound	B Thompson	Air Trails	3/52
Cirrus	R Bagot	Modele Reduit D'Avion	11/56
Delta	P Bataillou	A/M Annual	1954
Double Dice	C Taylor	C Taylor	955/6
Dude	T Carvalho	Flying Models	6/57
Estrella	T Millar	T Millar	5/50
Firecracker (Aus)		Australian Model Hobbies	8/50
Firecracker (USA)	D Ealy	MA News	12/51
Firecracker MkII (Aus)		Australian Model Hobbies	12/51
Gee-Mac	B Evans	MA 84	1951
Good News		Monarch Kit	12/54
Greenfly	C S West	MA 133	7/52
Hells Bells	G Rae	G Rae	1950
Hokey Pokey	T Millar	T Millar	
Hoofmark	M Ware	Model News (Australia)	9/57
Jack of Diamonds	K Muscutt	K Muscutt	1953
Jezebel		AM Annual	1953
Kestrel	P Godfrey	MA 238	5/56
Lap Master		Australia	
Lazy Daisy	P Wheeler	CL/428X	5/51

cont/...

Leighnor Special	P Plecan	American Modeller	7/57
Man O'War	R Moulton	CL/383X	7/50
Mercury Mk 1	J Nunn	Mercury Kit	1950
Mew Gull	C Smith	Flying Models	1950
Midget Mustang	P Smith	Veron Kit	1949/50
Migrator	B Lutker	Aeromodeller	12/56
Nemesis		A/M Annual	1953
Nimbus	H Wilde	MA 230	2/56
Nucleus	W Woodrow	MA 223	2/57
Number 13		Accepted by VTRSIG	
Number 20	H Whitney	Aeromodeller	7/50
Ole Slippery	C Smith	Air Trails	1952
Pacer	W Dean	Keil Kraft Kit	1951
Philibuster	P Smith	Veron Kit	1950
Presto	H Hall	CL/481X	8/52
Quest	K Storey	Berkeley Kit	1951
Racer	D Shipton	D Shipton	1951
Racer	R Panko	D Shipton	1950
Rambler	G Moir	MA News	3/55
Rambler 55	G Moir	MA News	1/55
Red Lightning	D Rowe	MA 88	1951
Redskin	C Lee	Veco Kit	1953
Rivetter	G Rae	AM 1722	1950/1
Saint	K Marsh	K Marsh	1950
Scramble	J Jones	CL/454X	11/51
Scramble (Inverted engine)		C/L Technical Committee	
Scrambler		AM Annual	1955/6
Scout	W Dean	Keil Kraft Kit	1949
Sheik	K Johnson	MA News	1/54
Shorty		Australia	1956
Skidoo	C Smith	Air Trails	
Sloe Boat	A Greenwood	A Greenwood	1951
Sorcerer	P Cameron	CL/544X	3/54
Starbomb		Australian Model Hobbies	1952
Super Saint	K Marsh	CL/465X	2/52
Tantivy	C Taylor	CL/534X	1953
Teamster	H Stevenson	Flying Models	6/54
The Key	K Storey	Berkeley Kit	1949
The Key	K Storey	AM Annual	1950
Thunderbird	S McGoun	Mercury Kit	1955
Thunderbird Prototype	S McGoun	J Jones	1955
TK 4	R Moulton	CL/411X	1/51
Vantage	J Vanderbeek	Frog Kit	1953
White XI	D Walker	J Ridley	1956
White XIII	D Walker	J Ridley	1957
Wrangler	P Wright	MA News	7/53

4.3.7.11.7 Eligible Engines

Amco 3.5 PB/BB	AM35	DC 350/Manxman
Dooling 29	ED346	ETA19/29(all Mks)
Enya 19/29 (PB)	Fox19/25/29 (PB, X&R, '57)	Frog 500
Fuji 19/29 (PB)	K&B 19/29 (PB)	Merco 29
Miles Special	McCoy 19/29	OS 19/20/25/29/S30
PAW 19/29 (PB)	Super Tigre G12/29 '51ser	Veco 19/29 (PB)
Yulon 29/30		

End of VTR rules

CLTC Chairman's Report 2010
(Includes the Team Race Representative's Report)

As we reach the end of another model flying season it's time to reflect on what has been a relatively good year. We lost one Team Race event through bad weather and, due to the close proximity of the World Champs, decided to cancel a competition in July. Both events have been moved to reserve dates so the opportunity to fly has not been lost. The majority of the team race events have been held at Barton with just two others being held at Barkston. The event that we lost due to bad weather was to be held at Barkston but we elected to use the reserve date at Barton. Through some good weather watching and the co-operation of the fliers, it was decided to move the event from the Sunday to the Monday of the Bank holiday as the forecast was much better. This turned out to be a great decision as the weather was indeed much better and a good day's racing was the result. The second reserve date at the start of October was booked but as it happened there was no competition on this reserve date due to poor weather conditions and lack of competitors.

In July, a total of five British teams travelled to Piennes for their annual world cup event. There were no weather concerns there except the real danger of sunburn. All our teams put in reasonable performances but are generally a bit off the pace compared to the European competitors. We fly in much cooler conditions and this has an effect on how our models are set up. A nice gesture by the club at Piennes was the presentation of a hamper to be shared amongst the British teams as a thank you for attending their competition boosting numbers.

The World Championships were held in Gyula, Hungary with the main event preceded by a World Cup competition. This gave many of the teams a chance to fly at in the circle prior to the champs and other teams the chance to fly at the same venue. British teams fared well with all finishing more or less mid-table. It was the same result in the main championships, team GBR finished 7th overall. This was the first world champs for Chris Eifflaender who acquitted himself very well in such exalted company.

It was at these championships that we heard the one of our stalwarts had been diagnosed with throat cancer. Gordon Yeldham was determined to compete in these champs before beginning his treatment. There are very few people who can boast that they have competed in world championships fifty years apart; in fact it is a unique achievement that is unlikely ever to be matched. It is with great sadness I have to report that Gordon did not survive the treatment and died on the 5th October. There was a huge turnout at his funeral to show the deep seated respect that he had amongst the model flying community.

Onto happier things, the CLTC are preparing for the new season already with preliminary thoughts on the contest calendar and the business of running competitions throughout the year, culminating with the Nationals.

Chris Barker
Chairman/Team Race Rep
CLTC
21 Oct 10

Combat Report 2010 Season

October 2010

Vintage Combat

It has been a great season for Vintage with increased entries at many of the competitions. The introduction of the Rothwell 320 and to a lesser extent the PAW 19TBR motors has meant that newcomers(or returners) have been able to get their hands on competitive equipment at not too great a cost.

Also the introduction of ready to cover models made in Moldova has allowed those with little free time for building to fly competition winning standard models with little effort on their part. Apart from the Nationals with 29 entries Old Warden in May saw the largest entry of the season with 19 flyers taking part.

Waterbeach attracted 18 entries for the years final event and the Festival of Flight, South Bristol Gala and Old Warden(September) all had 16 entries.

It has for many years been the aim of the CFA committee to see more flyers(not just the recognised aces)gaining podium positions. This gives great encouragement to newcomers and hopefully keeps them involved.

This season has seen Simon Miller win his first competition and finish second in the league. Harry Walker has also had two podium finishes and Jon Taylor one. Let us hope this trend continues into next season and beyond.

Mick Lewis(CFA Sec.)

F2D

Having not received the report I requested from the F2D organiser the following are my observations. The class has been very poorly supported this season with a usual entry of just 7 or 8. The reasons for this are not clear. In part it may be due to the introduction of "shut offs" for all models but as these are commercially available for less than £20 I doubt this is the sole reason. There is also a belief that too many rule changes are being introduced all at once. We must hope for a period of settled rules to bring back our lost competitors. However the Team for next years European Championships looks as strong as ever.

Mick Lewis, CFA
21/10/10