

BRITISH MODEL FLYING ASSOCIATION
CONTROL LINE TECHNICAL COMMITTEE
ADOPTED MINUTES

of the 48th meeting (wef 02/12/00) held on
15th September 2012
at Langley House, 21 Polegate, Luton, Bedfordshire

Present: Chris Barker, Chairman; Jo Halman, Secretary; Peter Halman, Member & SpeedCom Rep;
Vernon Hunt, Member; Tony Goodger, Vintage Speed & SAM 35 Rep;
Andy Housden, Carrier Rep

(48)1 Apologies for Absence

Apologies for absence were received from Mick Lewis and Barry Robinson. There had been no contact from John Mealing.

(48)2 Confirmation of Attendees with Voting Rights

There were five voting members.

(48)3 Minutes of Previous Meeting 17th March 2012

(47)/8.8 Amend the trophy cost to £7.08 each and the single carriage charge to £12. Vernon Hunt proposed that the Minutes be accepted as a true and accurate record of the meeting of 17th March 2012. This proposal was seconded by Chris Barker and unanimously approved.

(48)4 Matters Arising (and not already on the Agenda)

(45)/4.1 MIF Aerobatics Trophy: The Treasurer was still waiting for the photographs etc from Barry Robinson so that he could approach Peter Tindal. As Barry Robinson was absent this item was carried forward to the next meeting.

(45)/7.1 F2CN Line Sizes: Chris Barker had given this topic more thought and recommended that this Committee takes no action on F2CN line diameters until and unless the F3F rules are amended by CIAM Plenary.

(45)/11.4 Gordon Yeldham Trophy: The trophy is now fully finished and looks splendid. Peter Halman is to make a wooden carrying box and the trophy will be taken to the BMFA office when the Halmans attend the Technical Council meeting on 20th October.

(45)/17.0 StuntCom Ballot: Barry Robinson is still to provide the information to the Secretary to conduct the ballot. The Secretary is to find the 2011 list of StuntCom members. As Barry Robinson was absent this item was carried forward to the next meeting...

(48)5 Report from Plenary

Refer to the copy of the FAI Delegate's report at Appendix 1. Team Race representative wanted to know if there was any other way to avoid the new "F2C silencer" rule. Peter Halman explained that if the F2C fliers could find a better way to make F2C engines comply with the current CIAM rule then he would be happy to take it to CIAM Plenary. This would be the only way. The Team Race representative commented that it was a hugely unpopular rule and the British F2C fliers felt that it was going to have a detrimental affect on F2C.

(48)6 Council Delegate's Report (from the May & September Council Meetings)

May Council Meeting: The proposals submitted by the Chairman of the Team Travel Fund Study Group were withdrawn by the Chairman of that group for reconsideration by the TTFSG. The first instances of Elected Officers requiring permission from Council to stand for re-election after reaching the "10 years in office" mark resulted in the current Records Officer failing to reach the required number of votes while the Competition Secretary was successful. The CLTC proposals were approved and will be in the General Rule book for 2013.

September Council Meeting: The reconsidered and restructured TTFSG proposals approved so that there will be now be a Central Team Travel Fund funded from various sources and which will be disbursed each year to the Technical Committees' Team Travel Funds on the same basis that the 50% of any Power Nationals surplus is currently disbursed. See the attached explanatory schematic at Appendix 2.

cont/...

Action

BR

PH

JH/BH

The Code of Conduct in the Council Handbook now covers all Technical Committee elected officers too.

There had been a proposal from the Southern Area for the creation and publication of a BMFA Mission Statement and a Strategic Plan. This had been referred to Areas Council for discussion although the BMFA Executive felt that the points in the Articles of Association and the Members Handbook were actually a "mission statement" and that there is already a strategic plan that is a standing item on each Executive Meeting agenda. This Committee is concerned that BMFA Areas appear to be an anachronism in this technological age and have, perhaps, outlived their usefulness and unanimously suggested that a review of their continuance should be undertaken by the BMFA Executive.

(48)7 2012 Nationals Debrief & Financial Reconciliation

Nats Debrief:

- The cages were late in being delivered to the proper locations and an incident with a full-size helicopter emergency landing meant a late start to the erection of the cages which, however, went smoothly.
- Although Vintage Speed started off sharing the Speed cage, it was then decided that it should have a separate circle and they needed some of the crowd barriers with the consequence that there was a shortage of crowd barriers at all the CL circles.
- The Speed cage had not used all the panels supplied and was consequently not fully adequate for the longer line models.
- The surface of the runway where the Speed cage was located was not good and the cage needs to be relocated for the future.
- The Team Race cages worked well and the erection crew did a first-class job. No Jury Tower components were delivered despite them being ordered.
- The Team Race timetable may need to be revised for the future and Chris Barker said that in future the draw will be made on the day.

The financial reconciliation was postponed to the next Committee Meeting.

(48)8 Rule Changes

(48)8.1 Combat

The rules as shown at Appendix 3, proposed by Mick Lewis, CFA representative, were seconded by Vernon Hunt and unanimously approved.

(48)8.2 SAM 35 Records

Sam 35 requested advice on setting BMFA records in SAM 35 classes at SAM 35 events. Records may only be set at BMFA competitions that are on the BMFA ConEvCal. Initially Tony Goodger is to send in a list of all CL SAM 35 classes to the Secretary so that this item can be progressed.

TG

(48)8.3 Weatherman Speed

The rules as shown at Appendix 4, proposed by Tony Goodger were seconded by Peter Halman and unanimously approved. Tony Goodger is to supply the rule changes to the Secretary in the "rule book" format.

TG

Additionally, it was unanimously agreed to make the following amendment "Lines: "Wires must be of fixed length. (U-Reely and similar handles are prohibited.)" to rule 4.1.9.8. (The FAI Sporting Code uses the phrase "inextensible wires or cables".)

(48)8.4 Vintage Speed

The rule change regarding lines at (48)/8.4 above shall also be applied to a new sub-paragraph b) at rule 4.1.5.9 with the subsequent sub-paragraphs re-numbered accordingly.

(48)8.5 Vintage Speed Records

It was suggested by Tony Goodger that perhaps Speed records could only be broken if the new speed was at least 1% higher than any existing speed but after discussion it was agreed that no changes would be made to the current rules governing Speed records.

The Secretary will forward the rule changes to the BMFA Technical Secretary in due course.

JH

cont/...

	Action
<p>(48)9 Items for Technical Council 20th October</p> <p>(48)9.1 Official processing at FAI Championships</p> <p>This takes a great deal of time and effort to do at Championships and this Committee strongly feels that Official Processing should be restricted to a very few essential items plus an increase in the “in competition” random processing. Each of the representatives of F2A, F2B, F2C & F2D were requested to each make a list of essential processing and random processing items as a basis for a rule amendment to be submitted to CIAM via the next Technical Council meeting. The deadline for agenda items for that meeting is 24th September, therefore these lists need to be with the CLTC Secretary no later than noon on Wednesday 19th September to enable an email vote to take place and submission to the BMFA office by the deadline. There will very probably be either a need for two CIAM processing cards or a major amendment to the current processing card.</p> <p>The Secretary is to let Barry Robinson know of the action in advance of the distribution of the meeting Minutes.</p>	<p>PH/BR/ CBK/VH</p> <p>JH</p>
<p>(48)9.2 FAI Championship Flying Sites</p> <p>Prompted by the latest very poor 2012 F2 World Championship site at Pazardzhik, Bulgaria, the CLTC Committee discussed how best to ensure that new flying sites actually met the minimum standards laid down by CIAM.</p> <p>This Committee concluded that there needs to be an absolute requirement that the organisers have to work with the appropriate S-C and if there is a disagreement then the S-C has the right to impose a binding decision on the organiser. A sanction fee (fine) of 2,000 Euros should be applied for each breach of the agreement. This should be included in the new FAI Organiser Agreement. It was also decided that this needs to be taken to Bureau rather than be a proposal for the CIAM Plenary meeting but, nonetheless, the Secretary will request that the item be put on the Technical Council agenda for discussion.</p>	<p>JH JH</p>
<p>(48)10 Training & Excellence Budget</p> <p>As the Treasurer was absent, this was postponed to the next meeting but it was noted that expense claim forms should be promptly submitted to the Treasurer.</p>	<p>ML</p>
<p>(48)11 Barry Robinson Items:</p> <p>(48)11.1 National Champions</p> <p>As Barry Robinson was absent this item was carried forward to the next meeting.</p> <p>(48)11.2 Absent F2B GBR Team Members</p> <p>As Barry Robinson was absent this item was carried forward to the next meeting.</p>	<p>BR</p> <p>BR</p>
<p>(48)12 Chris Barker Items:</p> <p>(48)12.1 Processing at FAI Championships</p> <p>See item (48) 9.1.</p> <p>(48)12.2 2014 F2C Team Selection & Silencers</p> <p>For the 2013 season, this Committee recommended that F2C fliers use silencers at BMFA competitions that take place after the 2013 Euros but with the exception of the Nationals.</p> <p>(48)12.3 British Goodyear Novice Final Re-introduction Nationals</p> <p>There are a number of new teams coming along and it was suggested that the British Goodyear Novice Final be re-introduced at the Nationals. “Novice” has to be defined for the rule book and the Secretary will place this item on the agenda of the next CLTC meeting. CBk.</p> <p>The Novice British Goodyear trophy has been re-allocated to F2CN for the last few years and would need to be re-allocated back to its original class. The Committee understands that Mike North has graciously offered to donate a new trophy for F2CN. This will have to go through the formal BMFA trophy procedure and Chris Barker will inform Mike North of this.</p> <p>(48)12.4 Engine list for British Goodyear</p> <p>See item (48) 14.</p> <p>(48)12.5 Alcohol at competitions</p> <p>Drinking during competitions: the Member’s Handbook is being updated for 2013 with advice on alcohol and all model flying.</p>	<p>CBK/JH</p> <p>CBK</p>

(48)13 FAI Judges & Sub-Committee Nominations

(48)13.1 **Judges:** F2B: Jeff Smith to be added.

F2C: Mike Crossman and Derek Heaton to be added.

All three people have met the Centralised competitions judging criteria.

(48)13.2 Sub-Committee Nominations

There are no changes.

The Secretary is to submit proposals for the Technical Council meeting.

JH

(48)14 British Goodyear Nationals Complaints (two documents attached)

There have been a number of complaints, verbally to Chris Barker and two letters to the CLTC regarding abuse of the rules of this class. The engine rules currently prohibit high performance engines but this rule is being abused by a number of competitors. Although the current rules are clear it appears that they have not been enforced at competitions and the Committee unanimously decided on the following rule change:

4.3.6.3.2. Engines: delete the sentence at the end of sub-para b) and replace with:
 "Engines other than those on the list will be permitted providing their performance is equal or similar to that of the engines on the list. These engines will be added to the list at the end of the season in which they are first flown unless there is evidence during that time that their performance is substantially higher than the engines on the list. If any particular make of engine then proves to be of substantially higher performance it will be removed from the list at the end of the particular season."

It was also decided that the current list will be amended in any case and Chris Barker will undertake to do this and forward the list to the Secretary by mid-October. (See also (48) 12.3.)

The Secretary will forward the rule changes to the BMFA Technical Secretary.

The Secretary shall formally reply to the two people who submitted written complaints and comments to thank them and to indicate that this Committee has noted their comments and that as a first step there will be the above amended rule for 2013 and that the CLTC will undertake a full review of the British Goodyear rules in their entirety.

JH

JH

CBK

(48)15 Flying Sites for 2013

The army is moving into Wittering and Cottesmore and currently these two sites are no longer available for model flying competitions. This causes a huge problem for team selection competitions and BMFA Centralised competitions for the future.

Tony Goodger indicated to the meeting that there may be an opportunity to have some hard-standing laid at a private airfield in Hertfordshire that could be used for CL competition. Tony will report further at the next meeting.

Vernon Hunt reported on a project that he and Dave Wiseman are spearheading in Derbyshire that may very well result in CL competitions being held some 6-10 times a year. Vernon will report further at the next meeting.

TG

VH

(48)16 Pilot of the Year Nominations (deadline 15th October)

There will be no nominations for this trophy from this Committee.

(48)17 Team Travel Fund Donations

The Secretary report that the following people had kindly made donations to the CL Team Travel Fund:

Ray Cox,
 Richard Grindley
 Dick Hart
 Gordon Isles
 Derek Heaton

cont/...

(48)18 Trophies to be assigned:

- (48)18.1 Eifflaender Family Trophy – Combat Merit
- (48)18.2 Knokke No 1 Trophy – CL Meritorious Performance
- (48)18.3 Johnnie Hall – Open Speed
- (48)18.4 Alan Woodrow – F2A Team Selection
- (48)18.5 Czech Vase F2C WCh even years; Gordon Yeldham F2C ECh years
- (48)18.6 Budapest; Wharfdale; ETA Team Race trophies

Items (48) 18.3 – 18.6 are to be notified at the end of the season by email. (Speed & Team Race representatives.)

Item (48) 18.2: nominations for the Knokke No 1 are to be forwarded to the Secretary by noon on Wednesday 17th October for an email vote prior to notification to the Records Officer.

PH/CBK

ALL

(48)19 Officer Reports

None other than:

SpeedCom: despite an appalling bad 2012 season, the F2A GBR team again brought home the World Championship Team gold making it the 15th in succession.

Vintage Speed & Carrier Deck had a very good entries at the Nationals.

(48)20 Any Other Business

This Committee unanimously decided that Chris Barker must contact all F2C fliers to establish who will attend the competition scheduled at Barton for 7th October. The competition will be cancelled if there are fewer than three entries. The Northern Gala will not be a Team Selection competition as it cannot be held on the published reserve date of 7th October.

CBK

(48)21 Dates of subsequent meeting for the current year

See the next item.

(48)22 Date & venue of the next meeting(s)

The next meeting is scheduled for 24th November.

The meeting closed at 17.10 hours.

Signed: *Signed copy on file*

Peter Halman, Chairman of the Meeting & Chris Barker outgoing Chairman

Dated: 24th November 2012

Distribution of Corrected & Adopted Minutes:

Already Distributed: All Committee Members
Representatives of CL Specialist Bodies
Tony Goodger, Vintage Speed & Andy Housden,
Carrier Deck Representative

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

FAI Delegate's Report on the 2012 CIAM Plenary Meeting

The 2012 Plenary meeting took place in the Hotel Movenpick in Lausanne on 20th and 21st April and it was attended by 33 voting delegates plus a number of other technical experts. The BMFA delegation consisted of me as Delegate plus Chris Allen (Scale), Mike Francies (Space Modelling) and Mike Colling (Education).

The Plenary meeting began in the afternoon of the 20th followed the technical meetings which had taken place during that morning. The FAI President Dr John Grubbstrom attended the first day of the plenary during which he made a short address to the meeting.

Jean Marc Baden the new FAI secretary general briefed the meeting about the changes to the workings of the FAI headquarters and to introduce Rob Hughes who has taken over as Senior Sports Manager of the FAI. Rob is a breath of fresh air in the FAI offices; he made the job of the Delegate to the plenary meeting very much easier. The FAI and WADA are together conducting a risk assessment on drug use in airports. A new IT manager is due to start work in May 2012, it is hoped that the FAI license data base will be up and running by the end of June.

Mr Antonis Papadopoulos was elected as the CIAM President, ousting Mr. Bob Skinner who had been President for the past four years. Gerhard Woebeking was returned as First Vice President Kevin Dodds was elected Second Vice President with Andras Ree remaining as Third Vice President and Treasurer. Massimo Semoli was elected as the CIAM Secretary and Jo Halman was elected as Technical Secretary.

Chris Allen stood for election as Scale Sub Committee Chairman against Narve Jenson, although he was not elected he gained a respectable number of votes.

The nomination of Martin Dilly for the CIAM Gold Medal by the New Zealand aero club was unsuccessful, the medal going to Andras Ree from Hungary. Andras has been third vice president and treasurer of CIAM for many years.

The CIAM scholarship for 2012 was awarded to Johannes Seren (Germany).

There were no nominations from the UK for awards in 2012.

There will not be a WAG in 2013; the bidding process for 2015 will be opened shortly. A World Games for sports which are recognised by the Olympic Association but which do not take part in the Olympic Games will be held soon, Parachute Spot landing and Paraglide will take part. Indoor Aerobatics will be a demonstration sport.

The BMFA delegation attended four of the Technical Meetings. I attended F2 Control Line, Chris Allen the F4 Scale meeting, George Shering the F5 Electric meeting, Mike Francies the Space Modelling meeting and Mike Colling the Education meeting. A report on the Education meeting by Mike Colling is attached.

A list of the results of all the voting appears as an Annex to this report.

There were a number of notable decisions: F2C will be required to use a silencing system with effect from January 1st 2014. The proposed new pylon race class F3T was referred to the sub committee for clarification of the rules. F3M becomes a Championship class with effect from

January 1st 2013 and there will be a European Championship for F3M in the Czech Republic in 2013. F4H is now a Championship class despite severe reservations about the quality of the rules. It is intended that it will be flown at the 2014 World Championships. There will be an F3P World Championships in 2013 which will be held in Germany.

The elevation of F4H and F3M to Championship classes was approved despite my arguments against, I also argued strongly on behalf of the United Kingdom F2C flyers against the introduction of silencers into that class but, alas, to no avail, the proposal being adopted with only three votes against, GBR, IRL and USA.

I am pleased to report that the proposal to limit the number of team medals to three in classes which are allowed to enter a fourth competitor provided that he is a junior was defeated. I argued vigorously against this proposal and achieved sufficient support to ensure victory.

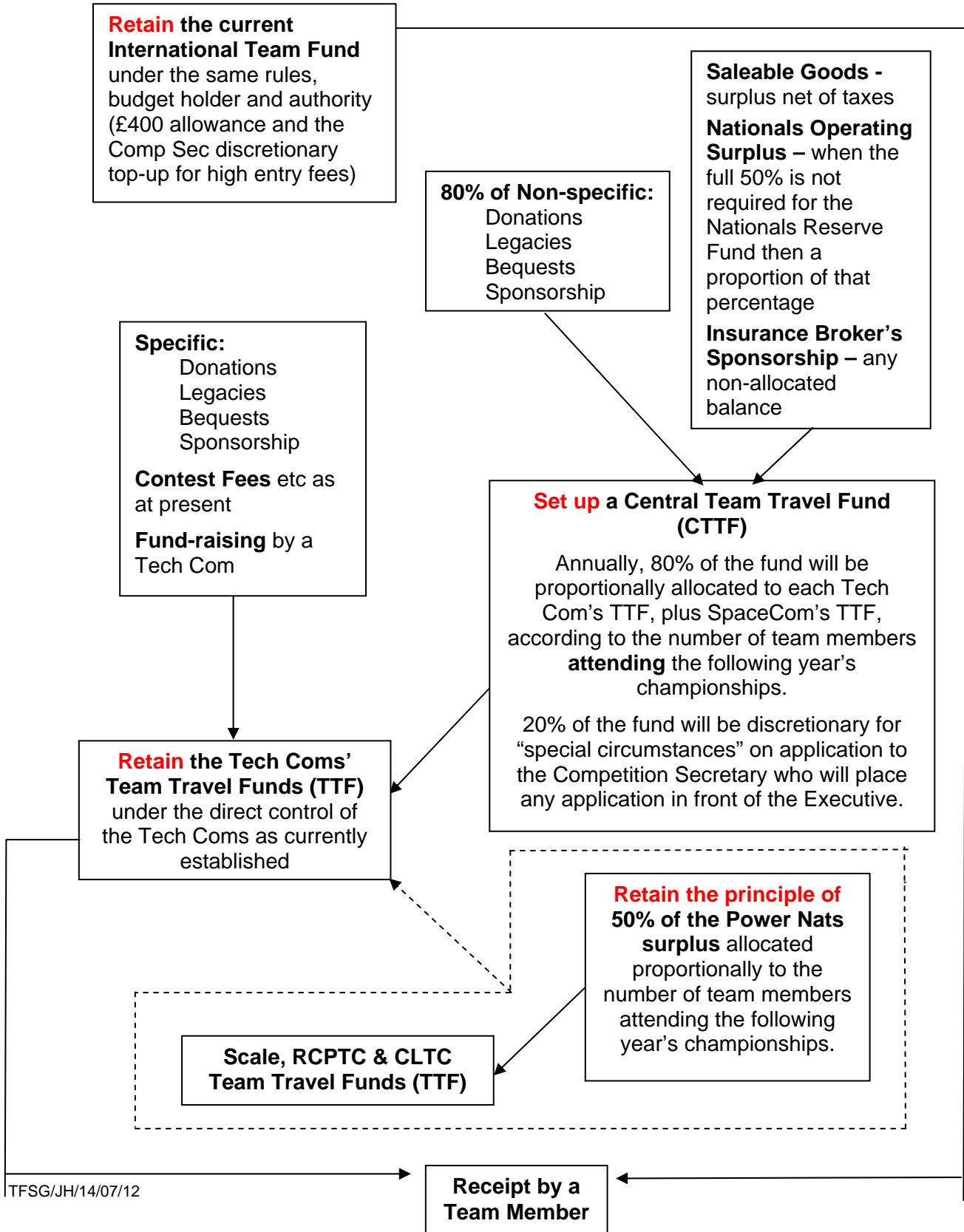
World records have now been established for F7 Aerostats. There is a strong possibility that F7 will be flown alongside full size balloons at future ballooning Championships. (Dr Grubbstrom FAI Presided is balloon pilot).

Full details of the Sporting Code amendments may be seen when the Minutes of the Plenary and Technical Meetings are published in due course. The new format for the Technical Meeting Minutes which was prepared by the CIAM Technical Secretary again worked well for all of the technical meeting except Space Modelling where unfortunately the Chairman used a modified format for his minutes.

Peter Halman
CIAM Delegate
24th April 2012

Secretary's Note: the annexes referred to in the FAI Delegate's report may be obtained from the BMFA Office.

**Enhanced System of Team Travel Funding
(for GBR Teams competing in World & European Championships)
Team Travel Funding Study Group 14/07/12**



TFSG/JH/14/07/12

Rule Changes for Vintage Combat as from the 2013 Season

4.4.7.1

(c)

(14) The words 'on Vintage combat models' should be removed as they are not necessary.

4.4.7.1

(h) The following will be added to the list of approved designs.

1. Assagai XL

2. Barbarian XL

3. Liquidator XL

Designer, source and date as the originals.

4. Chip Chop	Designer	Jose Vicente Segrelles
	Source	Jose Vicente Segrelles
	Date	El Aeromodelo (Spain) March 1973

Voting at the AGM at Barkston Heath 27th August 2012:

All Vintage Combat rules above except "Assagai XL – Unanimous

Assagai XL – For: 23

Against: 1

Abstentions: 0

Rule Changes for Oliver Tiger Combat as from the 2013 Season

4.4.8.2

(b) Replace with the sentence.

All Oliver Tiger Combat models are subject to a speed limit of 30 seconds for 10 laps.

This is to be measured without the streamer and with the handle on the pilot's chest.

Any flyer found to be exceeding the speed limit must demonstrate to the Contest Director that he is within the speed limit before being allowed to re-fly the bout. Otherwise he will be eliminated from the competition.

Voting at the AGM at Barkston Heath 27th August 2012:

All Oliver Tiger rules above– Unanimous

Mick Lewis
CFA
10/09/12

**PROPOSED RULE CHANGES
WEATHERMAN SPEED**

Index: Remove word 'vintage' from 4.1.9

4.1.9.1: Para 2: the reference should be 1.144 and not 1.414

4.1.9.8 In sentence beginning "Multistrand" add "class II" to classes III and IV

Class specifications:

Class 0 Increase line diameter to 0.25mm.
Reason: flying over grass, 0.2mm has been found to be prone to damage.

Class III Increase line length to 46'8" (9laps).
Reason: speeds are becoming too fast for our mostly elderly competitors.

Other issues:

Ban U-Reely handles and the like for all C/L Weatherman and Vintage speed events. Suitable agreed wording to be inserted in rules 4.1.9.8 and 4.1.5.9.

T Goodger
15/09/12