

BRITISH MODEL FLYING ASSOCIATION
CONTROL LINE TECHNICAL COMMITTEE

MINUTES

of the 31st meeting (wef 02/12/00) held on
13th October 2007
at Langley House, 21 Polegate, Luton, Bedfordshire

Present: Chris Barker; Jo Halman FSMAE; Mick Lewis; Peter Halman FSMAE; Martin Paffett (PRO);
Duncan Bainbridge (VTRSIG); Andy Housden (Carrier)
Dave Rudd FSMAE, guest, attended part of the meeting

(31)/1 Apologies for Absence

Apologies for absence were received from John Bonner.

(31)/2 Confirmation of those with Voting Rights

There were six voting members.

(31)/3 Correction & adoption of the Minutes of the meeting held on 19th May 2007.

Correct the page numbers & at 30/6 delete the "s" on "news".

With these corrections, Peter Halman proposed that the Minutes of the meeting of 19th May 2007 be accepted as a true and accurate record of that meeting. This proposal was seconded by the Chairman with voting: For: 5; Against: 0, Abstentions: 1.

(31)/4 Matters arising from that meeting that are not on the Agenda

(31)/4.1 (28)/4.2 **Team Race:** Chris Barker had finished the comparison of F2F & F2CN
There were some minor differences. It was agreed that F2CN shall continue to be
flown in the UK and overseas entries may fly F2F models in UK F2CN
competitions as long as the models conform to F2F rules. A note will need to be
included in the 2008 BMFA rule book.

A ballot needs to be undertaken in the usual way to establish whether the CLTC
should increase the mandatory pitstops in an F2CN final from 3 to 5.

(31)/4.2 (29)/4.4 **Aerobatics:** F2B tie-break & score normalising ongoing.

(31)/4.3 (29)/8.1 **Upper Heyford & Santa Pod:** still to contact

(31)/4.4 (30)/05 **F2D fly-aways:** British F2D fliers to test thicker wire; Peter Halman is to
source the stainless steel and braided wire; Mick Lewis is to talk to John James
regarding the test procedures and data gathering. Peter Halman reported that
there seems to be major resistance to F2D shut-offs for technical reasons and
thicker lines may be the way forward. Our tests need to be instituted quickly.
Peter Halman & Mick Lewis must progress this.

(31)/4.5 (30)/6(j) **BMFA electronic papers as primary source:** not being progressed as
the Technical Secretary is ill.

(31)/4.6 (30)/6(k) **Technical Committees' archive facility:** This is being progressed by the
Secretary.

(31)/4.7 (30)/7 **Aerobatics JTP:** John Bonner had attended the F2B Judges Workshop
held at the 2007 European Championships but had not reported back and was not
at this meeting. However, in the interim Peter Halman had produced an
assessment by Rob Metkemeijer of the training video that indicated that the video
would not be useful as a self-training tool for F2B judges. That assessment
appears at Appendix 1.

(31)/4.8 (30)/9 **Team Race Electronic Display:** The project had suffered a delay as the
designer had moved house during the summer. Chris Barker is to push for a
meeting with the designer, himself, Peter Halman and the designer as we can
afford no more delay.

(31)/4.9 (30)/13.2 **F2D at Church Fenton:** The Scale Chairman thought this might be
possible and we should have a response by 26th October.

.../cont

Action

CBk

CBK/JH

JB
JH/PH

PH/ML

JH

JB

CBK

JH

- (31)/4.10 (30)/14.3 **GBR Team Pins:** Ongoing.
- (31)/4.11 (30)/13.3(b) **Cottesmore Licence:** The Secretary was pursuing this with the other disciplines.
- (31)/4.12 (30)/13.3(c) **Barton fees:** The Treasurer had now received these.

CBk

JH

(31)/5 Letter from Mike North

The CLTC is greatly disappointed that neither Mike, nor his co-signatories, contacted the Committee directly. Further, the CLTC finds it astounding that so many people apparently saw so many alleged instances of breaches of safety **but did not bother bringing these to the notice of the appropriate CD at the time.**

All the CL Nationals CDs had been given a copy of Mike North's letter and asked to comment. All had responded in detail in writing and were particularly displeased that many of the points raised by Mike unjustly brought their own flightlines into disrepute. Having read the letters, this Committee is wholly confident that the CDs ran their flight lines with the utmost responsibility. It accepts that two or three observations regarding the main TR circle are valid and steps are in hand for the future.

Many of the items listed in Mike North's letter are discussed by the CLTC as a matter of course under the topic "Nationals De-Briefing" that appears annually on the agenda of the this CLTC meeting and at the annual CLTC Nationals Planning meeting held each February. See also item 7.10.2 of these Minutes.

The Committee felt that he had made some useful observations but the facts he presented were obscured by opinion and incorrect beliefs. However all the points he raised were discussed and are detailed as follows:

(a) Regulations Governing Model Flying

The BMFA Members' Handbook incorporates all the relevant details contained within both the ANO and CAP 658. This means that, so far as safety legislation is concerned, there are **no** details contained within the ANO or CAP 658 that are not already contained within the BMFA Member's Handbook.

(b) Alcohol

Neither the ANO nor CAP 658 contain any statements concerning alcohol and model aircraft activity and in the limited number of articles that refer to alcohol and full-size aircraft none *ban* alcohol. Article 75 (2) states that "a person shall not, when acting as a member of the crew of any aircraft or being carried in any aircraft for the purpose of so acting, be under the influence of drink or a drug to such an extent as to impair his capacity so to act."

The BMFA follows this directive in its reference to medication and alcohol on page 16 of the 2007 issue of the BMFA Members' Handbook. The BMFA as a body, and the fliers as members of that body, are, therefore, clearly not in "*contravention of [a] CAA safety rule*". Additionally, alcohol consumption by contestants at competitions is **not** banned either by the ANO, CAP 658, nor the BMFA.

No matter that the MAAA (Model Aircraft Association of Australia) and the AMA (Academy of Model Aeronautics [USA]) "*strictly ban alcohol*"; this has no bearing on the issues in the letter since **none** of UK authorities operate a ban.

This Committee cannot take any remedial action regarding those people allegedly inappropriately consuming alcohol as Mike would not divulge their names.

(c) Safety Officer: there was a Nationals safety officer, as there always is, as is required by the BMFA Member's Handbook. Additionally, this Committee ardently believes, practices and frequently states, that safety is the responsibility of **everyone**.

(d) Safety Procedures

The CL Nationals Coordinator (CLNC), issues to each Nationals Overall CL Contest Directors a document entitled 'Guidelines for Overall Control Line Contest Directors' wherein Section 6.6, requires that each Overall CD is expected to be at his flightline from at least 0830 on Saturday and to "have a working radio, switched on and on the correct channel during the three days of the Championships".

During the initial distribution of the radios on Saturday morning, she also instructs each Overall CD about the radio channels to be used for both normal and emergency communications. If any issue requires escalation, then she manages the matter using the appropriate channel to communicate with the BMFA Nationals management teams and the Nationals Safety Officer. In an emergency CDs have direct access to emergency services via the emergency channel.

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Each Overall CL CD is responsible for managing all matters connected with his discipline and is expected to be the initial contact point for all communications concerned with his discipline. Where any matter could not be managed by the CD or the communication required escalation, then the CD is required to communicate with the CLNC as described above. The meeting noted that if anyone sees any incidents that he feels compromises safety then it is that person's duty to inform the appropriate CD. All CDs were issued with appropriate laminated A4 identification panels.

As CL already has a robust process for the handling of CL safety issues then an alternative system is not necessary. Further, is it not desirable to invite abuse of the safety system by connecting anyone on the field directly with the top layer of safety management (the Nationals Safety Officer), by-passing the intermediate stages that would normally be expected, and required, to competently deal with the majority of issues.

(e) Safety & Model Flying

Mike North's comments appear as underlined italic text inside quotation marks:

"potentially dangerous environment": The CLTC felt that operating mains-powered domestic electrical equipment, crossing a public road and swimming in the sea are all "potentially dangerous" since many people have already died doing these things, yet "potentially dangerous" is emphatically not a description that it felt the general public would associate with such activities. In consequence, for anyone within aeromodelling to ascribe this phrase to model aircraft operation demonstrates an astonishing level of political immaturity

"would be reasonably expected": it is not *unreasonable* to expect that the safety precautions required by the ANO and CAP658, and which are completely and accurately reproduced in the BMFA Member's Handbook, can be considered as "*reasonably expected*". Since the safety management process is therefore, by definition, what "would reasonably be expected" and is already extensively documented in exactly the publications in which it should be expected to be found, any kind of "overt demonstration" of such precautions is unnecessary.

The CLTC will look into the possibly of posting "Please remain outside the barriers unless expressly invited by an official to enter" notices but will need extra manpower to help put them up and this Committee would hope that Mike North and his co-signatories would volunteer to help do this.

"the practice areas - maybe erect additional notices - remembering that there are no safety cages here, and yet the dangers are as real in practice (without a CD, maybe more so!) as in a race": The CLTC disagreed entirely with this statement. One-up team race practice is quite different to racing with three-up flying competitively. The general public are expected to visit the competition circles not the practice circles. With the limited access to the runways for preparation and the limited manpower, it is neither practical nor possible to rope or cage practice circles or erect notices.

It is to be remembered that "the BMFA" and "the organisers" are one and the same body and that all the officials at the Nationals are working as part of the BMFA and do not represent some kind of separate organisation.

It was noted that **very few people volunteer** to help "set up" the TR area at the Nationals. This Committee sincerely thanks those that do and would remind all TR fliers that their racing enjoyment and safety is solely down to these few volunteers. If more fliers actually helped to set up the TR area then many issues with the TR area would be resolved. Action concerning the TR nets & line check has already been planned. See item 7.10.2 in these Minutes.

"line marking": The discussion over TR & Vintage Team Race (VTR) line marking, which included the point that domestic TR and VTR regulations published in the BMFA rule book do not specify how the boundary is to be marked (although markings are always made at all the pitting segments) concluded that chalking out all the class' pitting lines is not practical for the finals and will result in the kind of confusion demonstrated at the Evora circuit in Portugal.

Even with Barton B and VTR B team races sharing a pitting line (20.5m & 20.56m respectively) it would mean that the main TR surface would have **five** complete pitting lines marked. Coloured chalk might be helpful. The CLTC will investigate whether other solutions can be implemented.

It may be possible to have a full pitting line marked in the main TR cage for ½ A team race for the preliminary heats. Marking of all four VTR class' pitting lines may be more difficult in the Vintage TR (VTR) cage for the four VTR races. Action is specified under item 7.10.3 in these Minutes.

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(31)/5 **Letter from Mike North:** /cont...

“pitmen practising without helmets”: The BMFA domestic rules only require the use of a helmet by mechanics/pitmen during the actual competition time. It was agreed that common sense suggests that the safety risks associated with practice flights are not the same as those associated with competition flights, so the lack of helmets during practice is not in itself either dangerous or a breach of safety regulations. Regardless of this, however, the Overall TR CD does send to each team, along with the draw, an “additional TR information” sheet which recommends, amongst other things, that TR pitmen should wear a helmet even when practicing. However, for practicing, it is still a pitman’s personal choice whether or not to use a helmet. It was felt that if personal injury is sustained by a pitman in instances where the wearing of a helmet might have prevented that injury, then it is likely that he would not be entitled to insurance compensation. Nonetheless, the CLTC will consider instituting a new rule regarding the mandatory wearing of a helmet by Team Race pitmen when practicing with two or more pilots in one circle.

CBk

“time-keeping safety barrier”: The presence of a safety cage must primarily be to protect those who are likely to be ignorant of the risks associated with this type of model aircraft operation, ie: the uninformed general public and perhaps other modellers who are not familiar with the discipline. It is reasonable to assume that model fliers who are cognisant with the operational hazards are capable of making their own decisions about risk including whether or not to use the available time-keeping barriers. It was noted that time-keeping (scorers) safety barriers were available and used in Combat and that time-keeping safety barriers are not necessary in Speed.

Mick Lewis informed the meeting that he had already decided that for the 2008 Nationals, the Combat safety barriers (for scorers) would be sited in a V-shape.

ML

“numerous non-competitors or race organisers inside the nets during the races”. This is the acknowledged as the direct responsibility of the appropriate CD. The domestic TR CD agreed that this had happened during some TR races.

“CD’s sitting inside the nets without any protection”. The Committee assumes here that Mike is referring to the main Team Race net where CDs who have to sit inside the cage to permit fast updating of the warning boards. Nevertheless, in future a safety barrier will be supplied behind which it is hoped that the CDs will sit always remembering that it is the personal choice of an experienced model flier whether to use provided safety apparatus.

JH

The Secretary is to reply to Mike North with copy to his co-respondents and the CL Nationals Contest Directors.

JH

(31)/6 **2007 F2 European Championships Report**

- (a) F2A – The team took the team gold medal and Peter Halman, defending his 2005 European Champion title, took the individual silver medal.
- (b) F2B – A good effort by the lone F2B flier, Bill Draper, but placed 41st.
- (c) F2C – The teams placed 13th - Langworth/Broadhead
21st - Ross/Yeldham
27th - Barker/North
- (d) F2D – The placings were 6th - Graham Ives
23rd - Martin Coe
26th - Martin Johnson
Mike Whillance took the individual bronze medal defending his 2005 European Champion title.

(31)/7 **2007 Nationals De-Brief & Financial Reconciliation**

(31)/7.1 **Finance:** the CL Coordinator handed out the financial analysis for the CL Nationals pointing out that, for the first time, all the disciplines made a surplus. Peter & Jo Halman, Speed; Bill Grieve, F2B judge; Gordon May, Mini Goodyear CD; Dave Finch, Terry McDonald, Stuart Robinson & Roger Reece, all VTR, generously declined to claim any expenses.

Having the tables and chairs funded by the Nationals Infrastructure rather than by entry fees was helpful. Dinner tickets associated with CL trophies are £22 each.

(31)/7.2 **Speed:** Good three days flying. The only problem being the reliability of the generator loaned by the BMFA for powering the TransiTrace timing system and the PA system. Jo Halman, Speed CD would like to record here her thanks to Kevin McCall who kindly maintained the generator on a daily basis for her.

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- (31)/7.3 **Aerobatics:** This went well under the new Overall CD, Ray Lloyd although the F2B fly-off only had two judges as the third judge was ill on the Monday. Aerobatics judging at the Nationals will be a future agenda item. JH

- (31)/7.4 **Team Race:** Generally fine. The lack of manpower in the preparation of the TR area was better than in previous years, but it was still not possible to get the centres of the TR practice circles marked as was intended. Two extra people are required for this and it is hoped that at least two volunteers will come forward from those that were vociferously concerned about safety at the CL Nationals. Excellent information notices this year.
 - F2CN as a Nationals class will not have semis in the future as it is administratively too difficult with fliers taking part in other events. F2CN will return to running three heats at all competitions including the Nationals. CBk
 - Gordon May & his crew are to be commended for the splendid Mini Goodyear layout and Contest Directing. Martin Paffett is thanked for mowing the grass. Very many excellent reports were received regarding this team racing event this year.

- (31)/7.5 **Vintage Team Race:** VTR only received one crowd barrier despite four being on the CL order form. The numbers requested on the CL order form **must** be supplied in the future. The cones and tape supplied were not adequate either. Excellent information notices this year. DB/JH

- (31)/7.6 **Combat:** Mick Lewis had received a telephone call from David Phipps on the Thursday to say that grass for Combat would have cut that night as the cutter driver won't work on the Friday. The subsequently cut grass circles were fine but need to be further apart. Mick Lewis will organise some datum points to work from for the grass cutting of the circles. He was very grateful that the toilets were re-located to the other side of the runway. Six instead of eight blocks were delivered for the four safety barriers. ML

- (31)/7.7 **Carrier Deck:** No problems. Good entry. Lots of interest.

- (31)/7.8 **General:** The colour coding of each item of kit for the cages (Speed: white; VTR: red; TR: yellow) carried out two years ago by Peter & Jo had helped immensely in the distribution of the kit to the correct locations. It was noted that there had been ongoing problems with the toilets that were not resolved quickly.

- (31)/7.9 **Results:** Full Speed results were sent to the Records Officer and posted on the BMFA website on 29th August. Full results for all the other disciplines except Aerobatics were posted on 18th September & full Aerobatics results were posted on 21st September. It was noted that the only other Power Nationals results on the website at that time were those of RC Pylon.

- (31)/7.10 **For the future:**
 - (31)/7.10.1 **Speed:** More crowd barriers are necessary to close off the whole width of the runway at the east edge of the pits area. A reliable generator must be sourced. Purchasing a CLTC one is an option but storage & transport is not feasible. JH

 - (31)/7.10.2 **Team Race:** Two more people will be needed to be assigned to mark, as a minimum, the circle centres from the roadway point east. Ideally the runway crossings should be marked to help the roping crew lay out the cones. Peter Halman is to mark the initial point from which the measurements begin at the east end of the Speed pit area. PH
 - The scaffolding poles for the Jury tower were not delivered despite them being listed on the CL Order form. It is particularly important that appropriate scaffolding is delivered in 2008 as it will be required for siting the electronic team race display system.)
 - The use of metal cages for TR was discussed. The cheaper option is to purchase these but storage would be probably be difficult. Hiring is not prohibitively expensive (£300 per week including delivery) but the units would need to be stored, perhaps in the hangar, on delivery & awaiting collection. To be investigated) JH
 - It was decided that single panels might be better for TR time-keeping safety barriers and this will be investigated.)
 - Six time-keeping barriers (double -2.5m - or single as appropriate) plus a double panel for the CDs plus 12 blocks will need to be ordered for 2008.)

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More crowd control barriers are needed to go halfway across the runway at the TR pits in addition to the ones used at the corners. Cones and rope are not sufficient to keep spectators out of that area.

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Extra stakes and rope (the blue rope with a red core) are required to rope a "spectator barrier" around three sides of the TR cage as is done at the Speed cage and to rope the bottom of the TR net across the east/west edges.

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All the poles that secure the nets will have notches cut into both ends to more easily be secured to a rope running along the bottom of the nets as is done at the Speed circle (where this is principally done to prevent the Speed dollies running out of the circle).

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Investigate multiple pitting line marking.

) JH

Extra help will be needed to undertake this extra work. Let us hope that those who are most vociferous in espousing increased safety features will volunteer.

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(31)/7.10.3 **Vintage Team Race:** More cones and rope are needed. Investigate multiple pitting line marking.

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(31)/7.10.4 **Combat:** The portaloos must always be located on the west side of the runway. Ensure that there are two full sets of 2 x barriers & 4 x blocks.

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(31)/7.10.5 **Carrier Deck:** Access to the site is required on the Thursday night in the same way that the grass cutting is granted access.

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(31)/7.10.6 **General:** The toilet blocks & portaloos need to have a laminated notices containing contact details in case of problems with the toilets.

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(31)/8 Open & Provisional Goodyear: Assessment & Update

(31)/8.1 Based on data from previous Nationals where Open Goodyear had been poorly supported, it had reluctantly been agreed at the 2007 February CLTC Nationals Planning meeting not to hold Open Goodyear at the 2007 Nationals. A group of fliers had subsequently held an unauthorised Open Goodyear meeting at this year's Nationals.

It was agreed that it was not in the power of the TR CD to give permission for this event to take place and the Secretary is to write to Dave Rudd FSMAE to remind him of this.

JH

This Committee was extremely disappointed that none of the seven fliers or pitmen had bothered to contact the CLTC prior to, or at, the Nationals to request permission for this event. The CLTC unanimously expressed grave disapproval of such tactics.

(31)/8.2 The CLTC had received correspondence concerning Open Goodyear as a BMFA class, and the management of Goodyear racing in general by this Committee.

(31)/8.2.1 The correspondence was studied by each member of the Committee and a full, in-depth discussion took place. It was agreed that in the reply to the correspondents the Secretary should include:

- (a) Information to the correspondents regarding the powers, duties and obligations of a BMFA Technical Committee and outlining the CLTC policy for conducting ballots of fliers.
- (b) Extracts from the relevant Minutes of CLTC meetings dealing with *Open Goodyear* (February 2006 to May 2007) that the structured and democratic progression taken by the CLTC in carrying out its responsibilities for competition rules that form part of the remit for all BMFA Technical Committees, with express regard to Goodyear team racing,

It was noted that when the state of Goodyear racing was first discussed (mid 2005), British & Open Goodyear appeared to be declining and the sole aim of the CLTC was to increase participation.

(31)/8.2.2 The Committee quite understood that misunderstandings and mis-interpretation occur in the natural course of events in any walk of life. Despite efforts to the contrary this has happened regarding Goodyear team racing over the last year where some fliers seem to have taken CLTC's individual members' personal opinions as formal CLTC statements.

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(31)/8.2.3 It was clear to the CLTC that the Committee's actions had been misunderstood; misinformed opinion had been interpreted as "fact" by many fliers; matters of fact had been corrupted and then passed on as "fact"; accounts of CLTC discussions had been misrepresented, subjected to change and then further disseminated. A number of points had been taken out of context by many fliers both in conversation and in postings on the Barton Club Forum. For fliers to place comments on the Barton Club Forum is no substitute for formally contacting the CLTC via the Secretary.

The Committee hoped that, in future, when people have questions regarding CLTC actions or decisions they would contact the CLTC rather than conduct misinformed discussions on websites.

(31)/8.2.4 The Committee reiterated that:

- (a) It was never the intention to combine British Goodyear (BGY) & Open Goodyear without solid evidence from Team Race fliers that this would be beneficial.
- (b) It was never the intention to replace Open Goodyear (OGY) with "Prov" Goodyear (PGY).
- (c) It was never the intention to remove OGY from the rule book.
- (d) PGY was to be only a trial at the 2007 Nats.
- (e) It was always intended that the CLTC would assess OGY, BGY & PGY at the October 2007 CLTC meeting.

Given the lack of BGY & OGY activity in previous years, a welcome consequence of the deliberations and actions of this Committee had been to force the issue of class support resulting in the obvious resurgence of both British & Open Goodyear team racing.

(31)/8.2.5 The decision on the classes to be held at the 2008 Nationals will be taken at the February CLTC Nationals Planning meeting as usual. This will include Open Goodyear.

(31)/8.2.6 The Secretary is to compile a reply along these lines to be sent to the correspondents.

(31)/8.2.7 Finally, it was unanimously approved that for entries of four or less in a class that has a BMFA trophy allocated to it, dinner tickets will no longer be funded.

(31)/9 Centralised Venues

It was unanimously agreed that where pre-entry applies to a CL Centralised meeting requests for names to be added at short notice must go through the person liaising with the military authorities. It is not acceptable for fliers or spectators to (a) request permission for late entry from members of the CLTC other than the liaison person or (b) just turn up on the day even if they are travelling with someone whose name is on the list submitted to the military authorities.

ALL

(31)/10 Expenses F2B Judges & CDs at Centralised Competitions

(31)/10.1 The Secretary explained that the F2B competition at the Centralised at Waterbeach in September had cost £79 for the Judge's & CD's expenses. Without the £10 from two CL spectators then a loss would have been made. By a majority of the Committee, the full BMFA rate for F2B officials will continue as currently (other CDs either claim no expenses at all or claim at half the BMFA rate) but efforts must be made to try to secure F2B officials who live closer to the venues.

(31)/10.2 The Secretary, who organises the flying sites, has found it extraordinarily difficult this year with not always knowing who would be Aerobatics judges or CDs. For 2006 she had organised this herself and it was agreed that she would do the same for 2008. She was pleased to report that June Draper had agreed to be Aerobatics CD at all the CLTC Centralised Meetings that she & Bill intended to attend. It was unanimously agreed that the Secretary should resume finding the CDs & judges for F2B Centralised competitions.

JH

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(31)/11 Rule Changes**(31)/11.1 Domestic Combat:**

Vintage Combat - unanimously approved but note that it will be in the 2008 rule book so that models may be built for the 2009 season when the rule becomes effective. See Appendix 2.

½ A Combat - unanimously approved. See Appendix 3.

F2D Combat: - unanimously approved. See Appendix 4.

(31)/11.2 Speed - unanimously approved. See Appendix 5.**(31)/11.3 Team Race****(31)/11.3.1 F2C BMFA Variations – withdrawn**

Definition of Team Racing (4.3.3.1) – approved in principle.

[Post Meeting Note: It was unanimously agreed that the rule Definition of Team Racing (4.3.3.1) approved in principle at the meeting will not be progressed. Instead the Committee agreed to institute a new rule 4.3.3.3 to accommodate only “team entry” in domestic classes at the Nationals. See Appendix 6.

(31)/11.3.2 Mini Goodyear – amended & unanimously approved. See Appendix 7.**(31)/11.3.3 Propellers - unanimously approved. See Appendix 8.****(31)/11.3.4 VTR Class A add engine – amended & unanimously approved. See Appendix 9.****(31)/11.3.5 General CL rules – amended & unanimously approved. See Appendix 10.****(31)/11.3.6 Extra CL Rules – amended & unanimously approved. See Appendix 11.**

The Secretary will progress the agreed rule changes for inclusion in the 2008 BMFA rule books.

(31)/12 F2C Multiple Entries

The Committee considered the situation where a pitman with one F2C team, John Broadhead, had been permitted by the CD to enter the same F2C Centralised competition as a pitman in another team. This had happened at the 15th April, 29th April & 10th June competitions, all of which were team selection competitions.

- a. F2C rules expressly forbid any member of a team being a member of another team (at a competition).
- b. There is no BMFA variation on this rule.
- c. At the 19th May CLTC meeting (Minute item (30)/19.4) the TR Representative had asked if the Committee could consider disregard this rule. The committee decided that, regretfully it could not. The TR Representative was expected to relay this decision back to the people concerned.

The subject was considered in detail and the Committee fully realised that this had happened in an effort to give a very promising, but inexperienced, young flier an opportunity to gain practical competitive flying experience. However, the CLTC noted that a better plan would have been for Rob Leeman to fly with John Broadhead and Bernie Langworth to fly with Dave Robinson to give the “new” team training and experience in both the flying and pitting elements of F2C competition. ~With the number of CL Centralised competitions schedule for 2007 Langworth/Broadhead could have competed as their usual team in Centralised competitions up to the European Championships (for which they had qualified as members of the British Team) and then competed with new partners for the rest of the Centralised competitions during the year.

It was noted that teams who are ratified as members of the British Team should compete and fly together as that ratified team up to the Championships the following year.

As a consequence of the decision to uphold the rules, the Committee had the painful duty to discount the recorded times, for team selection purposes, for the teams of Langworth/Broadhead & Leeman/Broadhead at the 15th April, 29th April & 10th June competitions had to be discounted.

This decision was approved by a majority vote: For: 5; Against: 0; Abstentions: 1.

This meant that the teams of Langworth/Broadhead and Leeman/Broadhead now dropped from 1st & 2nd places to 6th & 7th places in the 2007 F2C League.

It was unanimously agreed that the Secretary should write to the people involved, including those teams who had moved up the F2C League Table as an inevitable result of the situation. (Note: this subject cross refers to the following agenda item.)

JH

JH

(31)/13 2008 F2 World Championships

Action

a. Team Selection Update:

F2A - Peter Halman, Paul Eisner & Ken Morrissey. No reserves.

The above team was unanimously approved.

F2B - Robert Kitley, Barry Robinson, Roy Cherry. Reserve – Bill Draper.

The above team was unanimously approved.

F2C - Ross/Yeldham, Barker/North; Fitzgerald/Thomason. Reserve: Fry/Whorton.

The above team was approved by a majority vote: For: 5; Against: 0; Abstentions: 1

F2D - Pilots: Mervyn Jones, Graham Ives, Mike Whillance.

Mechanics: Dave Riley & Martin Coe.

The above team was unanimously approved.

The Secretary will progress the proposals for the January BMFA Council Meeting.

JH

- b. Team & Assistant Team Managers: A suitable application notice had been placed on the News page of the BMFA website.

(31)/14 Policy for TTF Payments

(31)/14.1 This item was postponed to the next meeting

JH

(31)/14.2 It was brought to the Committee's notice that Dave Rudd, FSMAE runs a raffle (generally every year) at the Nationals "in support of the CL TTF". The proceeds fund his supply of free T-shirts to World Championship team members. Many people who bought raffle tickets thought that that money raised was being forwarded to the CL Team Travel Fund which was not the case. It was agreed that Dave should make it clear that his raffle funds the free T-shirts that he gives to the team members and, as such, that it has nothing to do with the CL TTF. The Secretary is to write to Dave Rudd to explain this and to ask that he makes this clear to buyers of his raffle tickets.

JH

(31)/15 Trophies to be Assigned

(31)/15.1 Eifflaender Family Trophy – Vintage Combat Merit (See Appendix 12)

Martin Paffett requested more information about sixteen-year-old Chris Fisher who had been nominated for this award by the Combat Flyers Association. Mick Lewis explained that Chris was second in 2006 Nats in Vintage Combat; that he flew in all classes except F2D and F2E; he had two or three podium placings this year. It was felt significant that he was a Junior. It was unanimously agreed to award the Eifflaender Family trophy to Chris Fisher.

Knokke No 1 Trophy - CL Meritorious Performance

(31)/15.2 The Committee decided that there were no suitable candidates and the trophy could not be awarded this year.

(31)/15.3 League Trophies

(Open Speed League) Johnnie Hall Trophy: Pat Rose

(F2A Speed League) Alan Woodrow Trophy: Peter Halman

(F2C League): Czech Vase: Ross/Yeldham

It was noted that Tony Eifflaender had run the F2C competition at the Northern Gala and the trophies had been won as follows:

Budapest, Fitzgerald/Thomason

Wharfedale: Langworth/Robinson

ETA: Walker Peart

(31)/15.4 There may possibly be new trophy donation from Mr Reg Bennet for F2CN. It was noted that the trophy must conform to the BMFA's standard and the TR Representative was instructed that the people involved must liaise with the Records Officer at the earliest opportunity. The Secretary noted that the Elliot trophy had been re-allocated from British Novice Goodyear to F2C only in 2005 and she advised the Committee to be particularly careful in making further changes.

The Secretary would forward the information on items 15.1, 15.2 & 15.3 to the Records Officer.

JH

.../cont

(31)/16 FAI Judges & Sub-committee Nominations

The Secretary confirmed that the names agreed by email (to meet the Technical Council agenda deadline) had been submitted to the office and appeared on the Technical Council agenda for next week-end's meeting. See Appendix 13.

(31)/17 AGM Static Model Display

The CLTC decided that it would not take part in the static model display at the AGM this year.

(31)/18 Council Delegate's Report from the September Council Meeting

As there had been no CL delegate at the September Council meeting, the Secretary reported:

- (a) She had been asked to explain why the TR electronic timing system was not in place.
- (b) Nationals Surplus: Silent Flight (SF) again pursued their request for part of the Power Nationals surplus. The Secretary, in her role as Competition Secretary, pointed out that all the RC SL & Scale entrants to the Power Nationals paid £5 per person registration fee but that Silent Flight entrants did not. The BMFA Treasurer said that he would review the SF contribution towards camping at the Power Nationals before the surplus is allocated.
- (c) None of the Technical Committees had asked for a meeting to discuss fund-raising efforts for their teams.(31)/18 Council Delegate's Report from the September Council Meeting/cont...
- (d) Championship success newflashes on the BMFA home page with links to further details was still not routine despite team managers emailing the information into the BMFA office.
- (e) The proposal by the Silent Flight Technical Committee that two **helpers** in both F3B & F3J British teams would be funded was passed by a majority vote. Additional funds would be made available to the International Teams budget to cover the increased costs that this will cause.
- (f) Membership fees: per member increase in Senior & Junior membership fees for 2008
- (g) Office maintenance: a further £2,500, in addition to the £5,000 already spent on this item will be made available for office maintenance.
- (h) BMFA office computer upgrade: the new server will be professionally maintained.
- (i) The News pages on the website are down until further notice.
- (j) The FF exhibition at the Power Nationals had been paid for by the CEO as good publicity for the Society. He would be happy to do the same for other Technical Committees too.
- (k) The Records Officer had not done as he was instructed by the Executive Council and the new format of the competition certificates, agreed at the meeting held between the Records Officer, the Competition Secretary and the CEO and which was endorsed by the Executive at the May Executive meeting, was not presented to the Council members. The Records Officer deliberately fostered the impression that the certificates were simply "award" certificates and should therefore not be changed. The Competition Secretary gave a spirited argument of the difference between an "award certificate" for, say, passing the bronze, silver or gold level in a swimming test and a "competition certificate" gained by winning a 1-2-3 podium place at a competition including the National Championships. However, the Council voted by a majority to simply delete the word "award" for the new certificates but to continue with the current certificates until they had all been used up. There was no support from the rest of the Executive officers at the meeting (the Secretary, the Technical Secretary and the PRO were absent) for the agreement that the new certificates should be effective from 2008.
- (l) Yet another sub-committee with a budget of £500, is to be set up to look into whether Top Gun should be held in 2008.
- (m) The Awards Committee had recommended to Council one person for both the BMFA Ray Malmstrom trophy and the FAI Antonov Diploma (for technical innovation) for work done on the Spektrum 2,4Ghz transmitters. Despite the fact that no citations had been submitted either to the Awards Committee or to Council, the submissions were passed by a majority vote.

(31)/19 Members' Reports (in writing if possible):Chairman

(31)/19.1 Chairman: See Appendix 14.

(31)/19.2 Secretary: See Appendix 15.

(31)/19.3 Treasurer: See Appendix 16. Additionally, the Committee unanimously agreed that £1,200 be transferred to the CL TTF.

.../cont

ML

(31)/19.4 Speed: See Appendix 17.

(31)/19.5 Team Race: See Appendix 14.

(31)/19.6 Aerobatics: No report

(31)/19.7 Combat: See Appendix 18.

(31)/19.8 Vintage Team Race: See Appendix 19. Additionally, Duncan Bainbridge was undertaking a comparison of the VTR rule book with the VTR section of the BMFA CL rule book. Rule changes are ongoing. The results of any rule change proposals will be available after they have been voted on at the VTR AGM in late November.

However, as had been noted in the past, VTR rule changes decided at a late November meeting are then too late to be included in the following year's BMFA rule book. As VTR implement their rules immediately, this means that their VTR competitions during the following year are running to different rules than the VTR competitions will do at the Nationals. This is a poor state of affairs. The Committee suggested that VTR rule changes be considered at a meeting at the Power Nationals as other CL disciplines do. Of course if this did happen then any VTR rule changes would need to be effective from the following January and not effective immediately as the currently the case. The VTR Representative will look into this.

DB

(31)/19.9 Carrier Deck: See Appendix 20.

(31)/20 Any Other Business

(31)/20.1 The Secretary handed out the Agenda for the Technical Council meeting scheduled for the following Saturday. There were no items that directly concerned Control Line. The CLTC Representative said that he could not attend Technical Council. Peter Halman said that he would attend. The Secretary reminded the meeting that any Technical Committee may send two voting representatives to the Technical Council but there were no other volunteers.

(31)/20.2 Peter Halman handed out a report that he had produced after his attendance at the Safety Review Committee meeting. See Appendix 21.

(31)/20.3 The World Cup submission by the Barton Club had been accepted by Council had would be sent to the FAI. However, there was the issue of the Barton Club mandatory rule of using safety wrist straps in F2C. The Secretary reported that Malcolm Ross was attempting to resolve the issue. If the worst case scenario of F2C not being held because of the wrist strap issue then the whole World Cup competition would not go ahead as it would not be financially viable.

(31)/20.4 Martin Paffett gave notice that he will not stand for re-election at the end of this current term of office as a member of the Control Line Technical Committee.

(31)/21 Confirm the Date of the Next Meeting

The next meeting was confirmed as 10th December at Luton.

The meeting closed at 21.20 hours.

Signed: *Signed copy on file*
Chris Barker, Chairman

Dated: 8th December 2007

Distribution of Corrected & Adopted Minutes:

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

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

F2B workshop comments from Rob Metkemeijer

Although what was shown in the F2B presentation was brilliant, I have some doubts about its effect. Of course in terms of mathematical and objective approach it was definitely quite correct (and amazing), but it left the audience with more questions than answers, which was however not denied, even emphasized, by Keith Renecke. He presented the whole thing as a kind of start of a discussion which eventually may lead to a more common approach by judges. It is of course the problem of the projection of figures on a hemisphere to some flat projection plane, either seen by a judge or by the pilot. It is basically the same problem as we have had for centuries to make a proper projection of the earth's maps on flat paper.

So I don't think this presentation as it is now is useable for instructing judges, it certainly could help a special F2B interpretation committee to start a discussion to achieve common standards in the future. But to take for example the cloverleaf: if people think we want an absolute accurate description of this figure, either the size of upper loops should be defined differently, or the crossing points have to be redefined and there comes up the real difficult point of a kind of personal preference. I am slightly worried, that judges that until then had a good feeling about what they liked to see, were a bit confused after seeing the presentation and did possibly not know anymore what to do after.

There is however another point, that the presentation does not take into account. The presentation uses as a starting point the "correct" projection of a figure to a certain viewing position, but I think our brain makes its own interpretation of what we see (not the same for everyone probably). Like seeing a circle under an angle makes it an ellipse, but we still perceive it as a circle, so there is a kind of correction, which I think also happens when we see an aerobatics model fly on a hemisphere (At least a judge does this when he is not exactly in the proper viewing position, because a wind direction change or so).

Another interesting point he made was of course the radius of the corners in the squares and triangles. His videos state clearly that the radii of (as perceived) very sharp corners are at least 3 times the radius as prescribed in the rule book. Maybe the rule book has to be changed or all judges have to give much lower points to all pilots or a complete different style of flying with extreme emphasize at sharp corners should result. Also here such committee should bring the answers for a commonly agreed approach.

I think Keith's approach as it is now is a bit too mathematical and clinical, but however a great step forward to achieve more common interpretation. At least he is able to make things more objective to start a discussion. However using his work as it is now will give enormous confusion in the judges and pilots world.

So my opinion is that his work can only be used as a basis and a tool for a 1 - 2 years work of a small committee to try to improve the rule interpretation book

The product of such committee could be a (video) animation (from different view points, judges and pilots) of the "correct" or at least commonly agreed perfect schedule. The tool that Keith has provided will certainly be able to produce such an instruction, possibly with variants of certain flying errors. This animation could be used for training judges (and pilots).

July 2007

Chapter 1 Rule Changes for Vintage Combat

These were voted in at the CFA 2007 AGM

4.4.4.1 ADD (b) (14) As from the 2009 season metal bearers are not allowed on Vintage combat models.

Carried by 16 votes to 2.

4.4.4.1 ADD this sentence to the end of part (d)

Models shall not be all white. As a minimum at least the elevator must be coloured.

Carried by 15 votes to 3.

4.4.4.1 (g) ADD the following designs.

Model	Designer	Source	Date	
Shogun	Dave Wiseman	Dave Wiseman	1973	carried by 16 to 2
Pygar	Mick Lewis	Mick Lewis	1974	carried by 12 to 6

Mick Lewis

CFA Secretary 29/08/2007

CLARIFICATION OF RULE FOR 1/2A COMBAT

4.4.3.6 (b)

Replace with

The engine must run on suction feed only, with the fuel tank mounted entirely outboard of the axis of the propeller.

Mick Lewis

CFA Secretary 29/08/2007

F2D Team Selection Rule Change

(Ref “bye-wins & team selection points”)

- 4.0.3.4.2 (v) 1 “win” point for each bout won, **when a bout is flown.** during any qualifying competition including a maximum of one foreign competition.

Agreed at the CLTC Meeting of 13-10-07

BMFA Speed Rule Change

4.1.3.2 Definition of Speed models

Table A:

Amend as follows:

Delete: ~~The maximum cross section area of pulse jet tailpipes shall be 806.45mm² (1.25in²).~~

Insert: **At its minimum diameter, the tailpipe shall not be greater than 806.45mm² (1.25in²).**

Returned unanimously in favour by a written ballot of the Speed fliers in August 2007

JH/28/09/07

Rule 4.3.3.1 (c)

- (c) A team shall consist of a pilotthroughout the race. ~~The pilot or mechanic may be changed for any heat but not during a heat. The entrant of the model must act as the pilot or mechanic whenever the model is flown.~~ **The personnel of a team shall remain unaltered throughout a contest. It is not permissible for any person to be a member of two teams.**

New 4.3.3.3 British National Championships

All references to “entrant” or “entrants” shall mean “team” or “teams” for team racing classes run at the British National Championships

This rule change will require that the existing paragraph 4.3.3.3 be re-numbered to 4.3.3.4.

The existing subsequent four paragraphs should be *correctly* re-numbered as sub-paras of 4.3.3.4 ie 4.3.3.4.1, 4.3.3.4.2, 4.3.3.4...3, 4.3.3.4.4.

Changes agreed after the CLTC meeting of 13th October.

The voting was: For 5, Against 0; Abs 2. There was a

(Ref Agenda item 11.3 (2 of 4))

4.3.8 MINI-GOODYEAR TEAM RACING

4.3.8.1 Age Restriction

Amend as follows:

(a) Junior Teams

~~Either member of the team must be aged under 16 on the day of the competition.~~ At least one member of the team must be a junior. A competitor is considered to be a junior up to and including the calendar year in which he attains the age of 17.

Amended to the above text at the meeting on 13/10/07

JH/13/10/07

Team Race Propellers - Safety Rule (as published in the BMFA News summer 07)

Chapter 2

4.0.1.1 Safety Precautions

Insert new:

Chapter 3 (g) Propellers for F2CN & British Goodyear:

- (i) Any commercially available thermoplastic or glass fibre-filled thermoplastic propeller is allowed. Manufactures' maximum RPM limits must not be exceeded.
- (ii) If using the APC 7 x 5 propeller 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).

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

CLTC/Summer 2007

Ref (i): 4.3.9 Vintage Team Race Classes A and B

Ref (II): 4.3.94 (e)

Add the R250 Rothwell engine to the Vintage Team Race Approved Engine List for Class A

JH/28/09/07

Amended at the CLTC 13/10/07 to delete "Oliver Tiger" that had been erroneously included in the name of the engine.

Suggested Rule Changes in the BMFA CL Rule Books

Note: These suggested rule changes apply to both CL rule books.

Throughout:

Change the words “model” & “models” to “model aircraft”.

4.0.1.1 Safety Precautions

Amend as follows:

- (a) No control line at least 25 feet outside the flight path of the ~~models~~ **model aircraft unless the model aircraft are flown inside a safety cage.**
- (b) No model **aircraft** or equipment shall be used in a contest if it is considered by the **Contest Director** to be ~~in an unsafe or~~ **in a** dangerous condition. ~~Note: “organisers” shall be deemed to be for Aerobatics, judges; for Team Race and Combat, the circle marshal; for Speed and Carrier, the timekeepers.~~

Insert new:

- (e) It is strongly recommended that safety wrist straps are worn by all pilots during flying including practice flying.**

Note: There will be occasions when the wearing of a safety wrist strap during practice flying will be mandatory.

- (f) It is strongly recommended that all mechanics for Team Race, Vintage Team Race and Combat wear safety helmets during practice flying.**

Note: There will be occasions when the wearing of a safety helmet during practice flying will be mandatory.

4.0.1.2

Amend:

From:

For all control line models, except those flown in Open Speed, employing multi-line control, no fixings linking the two lines together shall be permitted between the point of exit on the model and a point 300mm from the control handle.

To:

With the exception of Open Speed control line model aircraft employing multi-line control, it shall not be permitted to link the two lines together in any way between the point of exit on the model aircraft and a point 300mm from the control handle.

From:

No other means of controlling the model or engine may be employed during the flight, except that exercised by the pilot through the lines.

To:

Other than that exercised by the pilot through the control lines, no other means of controlling the model aircraft or the engine may be employed during the flight.

.../cont

4.0.1.6 Control Line Contest Records.

Team Race Records.

Delete:

- (i) ~~Only events where a full jury is in control will be eligible for Team Race contest record claims. Evidence to substantiate this must be produced if required. The only exceptions are: Mini Goodyear and Vintage Team Race events.~~

Replace with:

- (i) **Team Race record claims will only be eligible when the flights have been made at:**
(a) any BMFA Centralised competition;
(b) any competition run by, or on behalf of, a recognised National Body;
(c) any international competition that appears on the FAI International Contest Calendar.

Amend as follows:

- (ii) Only races where 3 (three) model aircraft start the heat/final **and complete at least 75% of the race** will be considered eligible for record claims.

Insert new:

4.0.2 Control Line World cup can be found on page 86.

On the index page, move item 4.0.2 from the bottom of the page to its sequential place in the index ie third from the top.

Rule Book 1 – Speed & Aerobatics

4.1.(1).7

Add, underneath the drawing, the following sentence to bring in line with the FAI Sporting Code:
The handle dimensions are mandatory; the design of the handle is not.

JH/28/09/07

Agreed with amendments at the 13/10/07 meeting.

Extra Suggested Rule Changes for BMFA Rule Books

4.0.3.1 F2A Speed Team Selection Rules

Add the following as a second sentence to 4.0.3.1.3.(c)

If the tie still exists after this, then the next best individual officially recorded speed will be taken into account and so on until the tie is broken.

4.0.3.2 F2B Aerobatics Team Selection Rules

Add the following as a second sentence to 4.0.3.2.3 (c)

If the tie still exists after this, then the next best individual officially recorded points awarded by the Aerobatic Judge(s) will be taken into account and so on until the tie is broken.

4.0.3.3 F2C Team Race Team Selection Rules

Amend paragraph 4.0.3.3.4 (c) as follows:

Any BMFA meeting **designated as a Team Selection event** held on an **appropriately** published reserve date.

Amend paragraph 4.0.3.3.4 (d) as follows:

One official FAI International (including World or Continental Championships) **that appears on the FAI Contest Calendar with results available from an independent source.**

In paragraph 4.0.3.3.9, re-number the first sentence to (a).

In paragraph 4.0.3.3.9, add the following as a new paragraph (b)

In the event of a tie, the best individual officially recorded time at any of the qualifying competitions will be used to break the tie. If the tie still exists after this, then the next best individual officially recorded time at any of the qualifying competitions will be taken into account and so on until the tie is broken.

End of document
JH/10/10/07

Eifflaender Family Trophy 2007 (Merit in Vintage Combat)

Award to sixteen-year old Chris Fisher

Chris's GCSE course work, agreed with his teacher without the knowledge of his father Roger, required him to design, develop and produce a competitive combat model. As he hadn't really flown at the time other than straight and level with small trainers and mini Goodyear racers he decided on 1/2A combat models, these being less intimidating. He starting off with rebuilding an old 1/2A Russian (Ken Miles design) just to learn how to cover a model then going on to build from scratch one of father Roger's 1/2A Predators. He then redesigned this with some improvements and built a final version. During this time (about 2 years ago now) he and his dad put in quite a bit of flying over the winter to get him manoeuvring, as he had to demonstrate the performance himself.

He had these models all finished and test flown by Christmas 2006 but wasn't able to fly these competitively while still working on his project as he had to have them marked (although he was very tempted to fly them at Scratchwood comps in the spring resorting to using some really old models of dad's)

When he had finished the course and school he was able to start using them properly and flew them at the Nats. This was quite a big project for him to take on as he was really starting from scratch not having built a model before. This and learning the flying skills did take him quite a long time.

Chris received an A grade for his efforts and because of all the skills involved he was able to use it towards his Duke of Edinburgh award as well.

Mick Lewis

CFA

September 2007

CIAM Sub-committee List (Technical Experts

- F2A** Peter Halman
- F2B** John Bonner
- F2C** Chris Barker
- F2D** John James & Mike Whillance

CIAM Judges List

- F2A** Peter Halman, Jo Halman, David Brewin
- F2B** John Bonner, Roger Ladds, Peter Jackson
- F2C** Dave Rudd, Bernie Langworth, Chris Barker
- F2D** John James, Vernon Hunt, Richard Evans

Via email to the BMFA office on 25th September 2007

JH/25/09/07

Chairman & Team Race Representative
Report to CLTC 13 Oct 07

1. The 2007 season is now complete with 2 competitions at Dishforth lost to the weather and a further event at Cottesmore cancelled due to low (Nil) entries.
2. The team selection table is extremely close. This is a point for discussion at this meeting.
3. Work is about to begin on the contest calendar for 2008 and the co-location of classes at venues will again be a priority. For next year, F2CN will be added to the contest calendar by popular request.
4. There are, as usual, two perennial problems facing Team Race in the UK namely the lack of suitable venues and personnel to officiate at events are still major issues.
5. Open Goodyear is also a point for discussion at today's meeting. The trial class of Provisional Goodyear which was devised as a different Goodyear class and tested at the Nationals proved to be unpopular and only attracted a single entry and, consequently, was not run.
6. The CLTC is fully manned for the new year with no personnel changes as those members that were standing for re-election were returned unopposed.
7. Work is continuing on the electronic display system but has stalled for a while as the designer/builder has moved house with the inevitable disruption that entails.
8. I have no doubt that there will be a great deal of issues to address in the new term and I'm sure we will do our best to resolve these as and when they arise.

Chris Barker
CLTC Chairman/TR Representative
10 Oct 07

CLTC Secretary's Report to the CLTC Meeting of 13th October 2007

1. Barton Model Flying Club will be holding a World Cup in 2008 for F2A-B-C, and provisionally F2D, over the week-end of 20th/21st September. Malcolm Ross, Competition Secretary of Barton Club has liaised with Jean-Paul Perret over the date to avoid a clash with other CL World Cups. The BMFA has approved the inclusion of this World Cup in the FAI Contest Calendar.
2. We have had a donation from a Mr Hollis of radio control equipment that can be used with CL Carrier Deck. A thank you letter was written.
3. Mr Steve Kimsey, Open Speed flier, has sent to me a donation of £60 for the CL Team Travel Fund and this has been forwarded to the CLTC Treasurer. A thank you letter was written.
4. It should be noted that Peter Jephcott ran the F2C Centralised competition at Waterbeach on 23rd September and declined to claim any expenses. I have thanked Peter for this generous gesture.
5. BMFA website: specific News pages such as the CLTC one are no longer available until the new website is up and running. There is no date for this although it is being worked on at the moment.
Any "news" has to go through the webmaster again. Additionally, when the News pages were taken down all the CL results & information for 2006 & 2007 were lost. I had asked a number of times throughout this year to have the results archived but this had not happened and now those results are lost. I will be able to find them somewhere on my computer but I do not have the time to do this.
The whole idea of archiving the CL results onto the CLTC webpage was to have a historical record in an easily accessible place no matter which people changed on the CLTC. I have asked that one person on each Technical Committee (the person who posts the information in the first place) be authorised to archive from that TC's News page to that TC's Committee page. (In reality this is only the CLTC as none of the other TCs use the facility – they all prefer to post news on their own personal websites.)
6. To get the box asking for Team Manager & Assistant Team Manager applications into the BMFA News in time for our December CLTC meeting means preparing this and sending it to the BMFA News Editor sometime in early August which, as you know, is a very busy time of the flying season. So, I missed the deadline - again. The next edition of the BMFA News will be too late so I have sent an "application box" to the BMFA webmaster who will post it as soon as he can. I have asked for a noticeable link on the BMFA home page to the box.

Mrs Jo Halman
Secretary
Control Line Technical Committee

28th September 2007

Treasurers Report to the CLTC

Oct 2007

Contest Account

It would appear at this stage that this account will be in credit by about £750 over the present financial year. If this turns out to be the case this will be an increase of around £100 over the previous one.

Training and Excellence

The budget here is over £1700 yet only £653 has been claimed.

How do we encourage flyers to make more use of the available finance?

(Note:- Agenda item for Dec. meeting)

Contest Fund

This is the holding account between the Contest Account and the Team Travel Fund.

It is sometimes necessary to draw back monies from this account to prevent the Contest Account from going overdrawn.

However with a balance of £2362.16 I propose that £1200 be transferred to the Team Travel Fund.

Team Travel Fund

Present balance of £6521.64.

I consider this to be a very healthy situation.

Recent donation have been made by Gordon Isles (£5) and Steve Kimsey (£60).

Letters of thanks have been sent.

Technical Committee

So far this financial year we have spent £908.21 out of a budget of £3050.

Mick Lewis
CLTC Treasurer
09/10/07

Report from SpeedCom to CL Technical Committee 13th October 2007.

2007 was especially difficult due to the windy weather we suffered for most of the summer. In hindsight we should have had most of our contests in April!

SpeedCom on behalf of the CLTC ran contests at Barton, Barkston Heath, Cottesmore and Waterbeach. Two contests were cancelled due to high wind, and one was lost due to no venue being available.

The National Championships at Barkston was blessed with the best weather we have had for years which was a great relief to all and flying took place on all three days, the first time for many years. Some very fast times were recorded particularly by Dick and Mathew Hart flying their pulse jets. Mathew twice broke the old record finally achieving a speed of 197.7mph.

Once again the F2A team was successful at the European Championships. Peter Halman won the individual silver. The team of Peter, Ken Morrissey and Paul Eisner won the team gold.

The final results for the F2A League and the Alan Woodrow trophy are Peter Halman 1st, Ken Morrissey 2nd and Paul Eisner 3rd. We recommend these three as the team for the 2008 World Championships. At this time we do not have a recommendation for a reserve.

I am particularly pleased to announce that Pat Rose won the Open Speed League and will receive the Johnny Hall trophy for 2007.

P Halman
Chairman SpeedCom
11/10/07

Combat Report 2007 Season

1. Generally a very good season with the CFA going from strength to strength.
2. Entries for Vintage increased and those for F2E remained at their previous level.
3. On a less happy note it has become clear that the Club class has not brought in beginners as it was designed to do. The CFA committee has therefore decided not to organise any more Club events in the future(including the Nationals)
4. Only one Vintage meeting failed to finish due to the weather (rain)and one F2D event could not even be started due to high winds.
5. The re-started Vintage Combat League for the Frank Smart trophy gave a little more edge to proceedings although good humour remained throughout.
6. Hopefully the problems arising from flyers being given byes in F2D have now been successfully sorted out to everyone's satisfaction. Let us hope no similar situations arises in the future.
We wish the selected team well in next years World Championships.

Combat Report Nationals 2007

1. With increased entries this year Combat was a financially sound event.
2. As in previous years it appeared that getting the grass cut would be a problem when the grass cutter refused to work on the Friday. This meant that the grass would be cut on Thursday afternoon without the CD being present.
As it turned out the person who oversaw the cutting did a great job. The circles were perfectly cut, although in future the gap between the two circles will need to be bigger for safety reasons.
3. Sometime either late Friday evening or early Saturday morning the toilets were sited right behind the organisers tent. This was complained about last year and it was understood they would be sited on the far side of the runway this year.
Many thanks go to Jo Halman for managing to have them moved away. Lunch in the tent area thus became a much more pleasant event than in 2006.
4. The supplied safety barriers for scorers were excellent if not always used to their best advantage. In my opinion they need to be placed each side of the scorers so as not to obscure their view of the combat. When models get free it is rare for them to fly away radially.
5. A very enjoyable and successful Nationals.

Mick Lewis
CFA Representative
09/01/07

2007 CLTC VTR Report

CLTC Meeting 13 October 2007

Provided by Duncan Bainbridge Hon Sec VTRSIG and Rep to CLTC

Introduction

At the end of the 2007 season, VTR is very healthy, with up to 25 teams across the nation competing in 5 VTR classes.

1/2A, A, B and Barton B are all well supported and Profile Vintage A (PVA) showing interest.

The newest class, PVA, is still in its infancy and it remains to be seen how popular it will become and if it will take off with the success that Barton B has had.

Since its inception at the VTR AGM in November 2006, at least 7 teams have built or are currently building models.

It should be noted that it was flown as a demonstration event at the SAM Gala at Old Warden.

Racing Break Down by Class

1/2A TR is still very much an Oliver event with original and CS replicas being used, but teams are also using PAW's and other motors such as the FROG 1.49.

Models are a good mix with Panco Baby's still being popular, but Little Warrior's, Thunder Thrushes and FROG Hornets are also represented.

A Class TR is well supported and has continued to be dominated by Dimple Dumpling's using a mix of original and CS Oliver's. 2007 saw a number of teams successfully using the Australian R250, which is now legal for VTR in the UK and also a few new models, notably the mid wing version of the Mercury Texan.

The R250 is a modern update of the Mk III Oliver and is made in Australia by experienced engine builder Steve Rothwell.

It is a very well made engine with lots of potential and provides exceptional value for money.

Whilst there is a waiting list to obtain one, the availability of the R250 means that a competitive motor is now available to those who do not have access to the machining and tuning that is required to make the average CS go well or who cannot afford an original Oliver, which are now regularly changing hands on eBay for over £350; over twice the price of a Nelson; the engine of choice for F2CN.

The R250 was used by all 4 top placing teams at the 2007 Nationals.

B TR is still very much a one motor class, that being the Enya 29, but some teams are testing Merco's and the traditional B motor, the McCoy 29 with some success.

Model wise the Double Dice is still popular, but others are also successful; notably the Martin Brothers Marauder, the Rambler, Chow Hound and the White No 11 and 13.

Barton B TR is more popular than ever, with over 30 teams flying at various contests around the country. It has continued to engender a healthy variety of models and approaches, including a biplane.

Barton B was particularly well supported at the Nationals, the Barton Bash (obviously) and also the Bristol Gala.

The Wharfedale 1000 lap race also was won this year by a Barton B model.

PVA TR as stated previously, is still in its infancy and as such is an unknown quantity, but several teams have built or are building profile versions of the popular A Class models and also some of the more esoteric models, with Dimple Dumplings and Voodoo's being built as well as Humpty Go Cart's, Pluto's and Black Chiffon's.

Motors are looking to be Enya's and Fuji's, but the SC 15 and TT 15 are also eligible.

.../cont

Contests

The first VTR Event of 2007 was held as part of the BMFA Centralised event at RAF Cottesmore and was successful, although the attendance of more teams would have been welcome; however 5 teams competed in all classes.

2007 saw 10 VTR Events held around the country, including London, Dishforth, Barton and Bristol as well at BMFA Centralised events.

The VTRSIG would like to thank the CLTC for the invitation to hold VTR events at BMFA Centralised venues and has endeavoured to ensure that events where held were well attended and that all competitors abide by the CLTC guidelines for utilisation of Centralised venues.

Overview

The future for VTR in the UK in 2008 and beyond looks to be very good and it is pleasing to see that teams are actively pursuing competitive technology that is still in keeping with the spirit of the original event and as a result delivering close and exciting racing.

This is also in spite of the unfortunate fact that the class is subject to the ever increasing age of its competitors!

However, once again it is very satisfying to note that VTR still has higher percentage of pilots who are under 40 years of age than F2C!

Like all disciplines we are under increasing pressure imposed by the lack of venues and it is hoped that the BMFA will look to assisting the CLTC in finding new venues.

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Report on the 2007 Control Line Navy Carrier Contest Season by Andy Housden

There were 15 Carrier events in the UK during the 2007 season, of which eight were two-day contests also featuring hands-on flying training (complete with instructors and signed certificates of competence), two were training-only sessions and the remaining five were conventional single-day competitions. There were five European Carrier events, all two-day affairs, of which four were conventional competitions and one was a training session.

Competitor attendance was generally similar to that of 2006, itself a slight improvement on 2005, although the erratic weather and the associated unreliable forecasting during this year appears to have caused unnecessary discouragement to some of the longer distance travellers. The moral here is that the British weather forecasting should now be used to determine only clothing, not travel arrangements! The Nationals was well-supported, with 37 entries in Basic Carrier Deck and 5 in Class 1 Carrier Deck - very similar to the levels of 2006. This is only the second year of mandatory Nationals pre-entry and despite fears that this would adversely affect participation by termination of the original enter-on-the day philosophy, it seems to have done the opposite. This also means that Carrier is an official Nationals discipline and confers the further benefit that as it is in consequence subject to the same airfield DLA charges that are levied on all the other official disciplines, it not only pays its way but can be seen to pay its way. There were also a greater number of new or returned-to-the-fold faces seen during the 2007 season than there have been in many previous years, and this is always very pleasing to the contest organisers.

Two new carrier decks were added to the fleet this year, bringing the national total up from six - HMS Perseverance (Three Kings Aeromodellers), HMS Incredible (Marlborough MFC), HMS Resurgence (Witham MAC), USS Kittyhawk (Cosmo MFC), HMS Whippet (Baldon MFC) and HMS Basher (Barton MAC) - to eight. HMS Incontinent (sailing under a flag of convenience...) was built and launched during the winter by Alan Morgan, Trevor Tabor and Glyn Roberts, members of both the Knebworth and Peterborough clubs; HMS Scuttlebucket was recovered from long-term storage and presented to Zoë Quilter of Leicester MAC who refurbished it during the season with the intention of operating it officially in 2008.

Designed originally by the top European Carrier flyer Jan Odeyn from Belgium, a new type of Carrier model specification appears to be establishing itself. Although it was adopted first by the Dutch as it suited the size of their principal permanent flying site at Ypenburg near the Hague, more versions have appeared in Britain than anywhere else. The specification is an all-sheet, 200 sq.in. wing area, .15 cu.in.-powered profile scale model flown on 42 feet lines. The necessary inclusion of a throttle makes this relatively small and docile type of model extremely suitable for the youngest modellers as well as the rawest beginner of any age, and therefore appears to fill a significant gap at the 'entry' end of Carrier. It is likely that rules for this class, possibly to be called 'Junior Carrier Deck', will be developed in due course.

Electric power for Carrier models is also establishing itself as viable propulsion, with Jan Odeyn (again!) leading the field with some very creditable performances. Jan would actually have placed first in Basic Carrier Deck at this year's Nationals had he not been disqualified for a temporary brush with the briny (Barkston's grass to you landlubbers) for trying just that bit too hard during slow flight. Electric power has been developing in leaps and bounds in recent years and is a force that cannot now be ignored in C/L contests...

All in all, an exciting year, and one with developments that will continue into the foreseeable future.

We look forward to 2008!

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Report from BMFA Safety Review Meeting Friday 28th September 2007

I attended the Safety Review Meeting on behalf of the CLTC. Most of time at the meeting was taken up reviewing the outstanding insurance claims, some of which date back to 2001. We did a simple analysis of the claims and found some similarities between causes. A number of safety notices will be issued by the Development Officer through the "Chacksfield Chat" column in the BMFA News.

There are no outstanding claims for Control Line.

A majority of the claims were for third party loss, but there are a few personal injury claims some of which are long standing for quite serious injuries.

The letter from Mike North was discussed. I managed to ensure that the discussion was brief as we would be dealing with the matters he raised at the next CLTC Committee Meeting. One of the matters referred to in the letter was some correspondence between Adrian Moore and the BMFA. The Development Officer agreed to trawl through the BMFA email files in order to find the correspondence. He has done this and the correspondence is attached.

The development officer stated that there is a statement in the BMFA Member's Handbook 2007 regarding the consumption of alcohol before flying.

I also explained to the Safety Review Meeting, that the CLTC firmly believes that safety is the responsibility of *everyone* which is why it does not appoint an individual Safety Officer. This ethos is re-confirmed annually in the Minutes of the December CLTC meeting.

P Halman
12/10/07