

Report from the F2 Subcommittee November 2009

The Control Line European Championships were held in Belgrade, Serbia, with competitions **only** in **F2B** and **F2D**. The organiser had planned to have a new purpose made control line flying site ready for all competition classes. It turned out that the **organiser had rejected the use of the promised reserve flying field** at Batajnica, the site of the 2007 European Championships. This was just **two months before the opening of the EC**, and the concrete circles had not been constructed at that time! The CIAM Bureau showed concern at the December 2008 Bureau meeting but was assured that there would be no problems with the site and that there was a reserve site to be used if there would be any problems. This is the first time in the history of control line championships that not all of the championship classes could be run. **This is really embarrassing for the NAC of Serbia! The competitors in F2A and F2C lost all their travel costs!**

This year saw the introduction of shut-offs in F2D. There had been a lot of discussion about the feasibility of this, but it turned out to be both functional and safety enhancing. A summary of the function is attached to this report.

In F2C thicker lines had been introduced to somewhat reduce the performance. There were not any problems with the heavier lines in actual race situations but the performance reduction was only 5 – 7 seconds in the 100 lap qualifying race. More effort will be needed to get a more substantial performance reduction.

At the March Plenary Meeting it was decided that the use of safety straps to the control handle in all control line classes will be mandatory from 1st of January 2010. This has been intensively discussed within some groups related to F2C in which they say that this rule is in fact safety decreasing. A petition has been made to the CIAM Bureau, in which they state that a repeal shall be made until further discussions have proven whether the safety strap shall be introduced or not.

The F2B and F2D working groups have put on a lot of effort to provide proposals to improve the manoeuvre descriptions in F2B and new rule sets in F2D and F2E. These latter aims to reduce noise and to homogenise the rules.

The F2 Subcommittee has submitted 24 proposals to the CIAM Plenary Meeting in March 2010.

Bengt-Olof Samuelsson
Chairman F2 Subcommittee

Report on function of shut-offs in F2D Combat 2009

At January 1st 2009 it became mandatory to use shut-offs in F2D Combat. Although it had been known for some years that the rule was coming most of the development took place in 2008 and both negative and positive opinions could be heard and read at contests and in different forums. In the end a lot of different constructions, both mechanical and electronic, were made public. If you didn't feel for building them yourself they were available from different manufacturers. A great and most appreciated job has been done by Henning Forbech of Denmark who, at his web site, has published data on all available constructions together with data from a lot of tests that he and his fellow flyers in Denmark did. His approach has most certainly helped the introduction of shut-offs.

In general the shut-offs has been working in fly-aways and thereby serving its purpose. Some pilots have had trouble in flight where shut-offs have stopped their engine mainly because they need to learn how to use and adjust the new equipment.

When looking at the number of entries at the contests this year there are some with almost the same number of entries as earlier years while others have fewer pilots. Comparing the total number of competitors in the World Cup for the last years there is also a decrease. Some of it may be due to the introduction of shut-offs but it may also have other reasons: 2009-205 pilots, 2008-290 pilots and 2007-285 pilots.

Below you will find some notes from contests held during the season. It is not a complete list from all International contests but merely from the contests where data has been available.

World Cup, Bitterfeld Germany, 2-3rd of May. 42 pilots

7 fly-aways, 3 pilots were disqualified because their shut-off didn't work. (I am not sure if this is the correct numbers or not).

World Cup, Aalborg Denmark, 30-31st of May. 18 pilots

1 fly-away. The model landed in a nearby tree before the shut-off had time to activate.

Looking at the model afterwards the shut-off was activated (and worked!).

World Cup, Karlskoga Sweden, 6-7th of June. 34 pilots

1 fly-away. The shut-off worked and the model landed with the engine stopped.

World Cup, Sebnitz Germany, 13-14th of June. 39 pilots

3 fly-aways. In one case it worked and stopped the engine. In one case the model crashed before the engine was stopped (but the shut-off worked) and in the third case it didn't work and the pilot was disqualified.

World Cup, Belgrade Serbia, 24-25th of July. 27 pilots

3 fly-aways. At 2 occasions the shut-off worked. In the third case the model landed in the nearby trees before the engine stopped. Inspection afterwards showed that the shut-off had worked.

European Championships, Belgrade Serbia, 26th of July-3rd of August. 47 pilots

5 fly-aways. At 4 occasions the shut-off worked. In the fifth case the model crashed in the circle before the engine stopped. Inspection afterwards showed that the shut-off had worked.

World Cup, Novomoskovsk Ukraine, 6-9th of October. 83 pilots

9 fly-aways. In 5 cases the shut-off worked and the engine stopped. In 4 cases the model crashed before the shut-off had time to work. Inspection afterwards showed that the shut-off had worked in all these cases.