

## Report of the F2 Control Line Subcommittee – November 2007

The F2 Subcommittee has email communication with members from all NACs with listed F2 technical experts. A core of active F2 members provide both the useful communication and necessary work for the subcommittee. The strength of this core was demonstrated at the 2007 F2 European Championships where several members contributed to the success of this event with work over a long preparatory phase and dedicated work during the Championship itself. The report of the FAI Jury chairman, Dr Andras Ree, gives more information on the championship.

An important activity of the F2 Subcommittee is the conduct of the F2 World Cup. Mr Jean Paul Perret has managed this activity for the last few years and his report is available to the Bureau. This activity has enjoyed long success under the leadership of Bruno Delor and now Jean Paul. The 2007 World Cup was a continuation of this success.

F2A – Peter Halman directs the activity in this class and has prepared some clarifications for the 2008 Plenary agenda. In addition he has submitted preliminary class rules for an electric powered control line speed class which is among the agenda proposals.

F2B – This class is one of the 2 most popular (along with F2D) and has had extensive rules updating in the recent past under the leadership of Peter Germann and Andy Sweetland. A remaining issue of conducting a trial period of competition scoring without use of the K-factors (difficulty factors for each maneuver) has had a long contentious history. The issue produces polarization of views and a proposal for the trial period is on the submitted agenda.

F2C – There has been a general opinion that the models in this class are now too fast for many pilots and for adequate and prompt judges' decisions at competitions. This issue, as well as a general clarification of many rules points, was addressed by a small ad hoc group headed by Bengt-Olof Samuelsson. Many clarifications were addressed in their work. After much discussion, the group recommended a simple increase in the line size as a first step toward reducing speed. These proposals are on the agenda for 2008.

F2D – As a popular event with both competitors and spectators, control line combat has had concerns over the safety issue of model "flyaways" in recent competitions. There were again several flyaways at the 2007 European championships despite increased attention of the circle marshal and judges to pilot behavior in 2006 and 2007. The F2D ad hoc committee has monitored this safety concern and continues to support the mandate for engine shut-off devices in place for application in 2009. Development of reliable devices has been slow but needs to continue to improve. The ad hoc committee has further recommendations for safety and have placed these on the agenda.

Respectfully submitted – Laird Jackson, F2 Subcommittee chair