To: MAAC Board of Directors, President Mike Anderson

**Control Line Committee Report 2022**

From:  Paul Gibeault  2022-2023 MAAC Control Line Chairman

MAAC 8478LCD CC CM

Cell: (780) 716 - 2950

Committee Members:

Bob Whitley, Jon From (Zone A), Chris Cox, Dave Loveday (Zone H), Neill Mcrae, Gordon Jack (Zone C), Daryl Wurtz (Zone K), Larry Maltman, Paul Gittel (Zone D), Van Peter Hanson, Ron Peters (Zone E), Robert Lamoureux, Richard Gareau (Zone J), Ivan Mackenzie, Pat MacKenzie (Zone L) Len Bourel, Brad Lapointe (Zone M), Peter Wakefield, (Zone G).

Action items for the Board are summarized at the end of this report.

General Outlook:

Control Line flying remains vibrant in many regions of Canada. The relaxation of Covid 19 restrictions did allow for resumption of both local and international competitions. The “Arrive Can app” and the implementation of the “Temporary Foreign Membership” required to fly in Canada directly reduced the usual participation by our American friends.

Across Canada zones from B.C., Alberta, Saskatchewan, Manitoba, and Ontario held events, most notably the famous Ringmaster- Fly- A-Thon, in which Canadian fliers logged several hundred flights.

The F2 World C/L Championships were flown in Wloclawek Poland in August. Due to the uncertainty of Covid travel restrictions and the nearby war in Ukraine, only one MAAC aerobatics member attended. (See CL PA report)

Other Canadian C/L pilots did very well in major international competitions. Paul Gibeault garnered 1st place awards at the AMA Nationals in Muncie, in both Racing & Speed flying at near record levels. Paul also won the overall High Speed Award in the Formula 40 Speed event flying at 98+% of the AMA National record. Chris Cox, from Delta, B.C., Len Bourel & Naomi Macklem from Ontario also received aerobatics awards at the AMA Nats.

Six C/L Chairman's columns were published in MAAC Mag this year with detailed reports & photos.

The Winnipeg Perfect Circle Club celebrated their first full year flying on their new circles and members have continued to work hard to manicure the grounds. A new circle is being established in Dryden Ontario with the field being up and running for Spring 2023. I've also been made aware a field is being re-established in Arnprior, Ontario. The Stetson Fliers out of Ottawa are also becoming quite active as well as are the Ponoka R/C Fliers Association, who hosted the largest C/L event in Alberta.

Control Line fliers in general continue to enjoy readily availability kits, engines, hardware etc. mostly through mail order businesses including Amazon. Suppliers out of the USA, England and Europe continue to offer very high-quality gear.

The MAAC C/L Committee is very pleased that Transport Canada has reconfirmed in writing,that control line models are not Remote Piloted Aircraft (RPA's) as has always been the case. TC’s directive is here below.

3.2.38 Tethered Remotely Piloted Aircraft (RPA)

CAR 101.01(1) defines a remotely piloted aircraft (RPA) as “a navigable aircraft, other than a balloon, rocket, or kite that is operated by a pilot who is not on board.”

Therefore, when an RPA that is not designed to be navigable is tethered to the ground in a way that prevents it from being steered, manoeuvred, or piloted, it no longer meets the definition of an RPA and the regulatory requirements contained in Part IX of the CARs no longer apply; instead, operators of tethered objects must meet the obstruction requirements of CAR Standard 621 Chapter 11.

This interpretation recognizes that RPAs that are prevented from being navigated along a path pose a different set of hazards from RPAs that are free-flying. If the RPA is being manoeuvred or the navigation is controlled while the RPA is on the tether, it is navigable and it once again meets the definition of an RPA, and Part IX of the CARs will apply.**Control-line flying models are not designed to be navigated and do not meet the definition of an RPA.**

Future Activities, Plans and Goals

• Conduct F2A, F2C & F2D Team Trials for the 2024 F2 World Championships.

• Strengthen ties with Control Line clubs across the country.

• Continue to increase committee membership. We are proud to be the**Largest Standing Committee in MAAC.**

• C/L Events in Vancouver, Edmonton, Ponoka, Winnipeg, Southeast Ontario & Ottawa are also being scheduled for 2023.

**Board Action Items**

1.  Further to this Chairman's plea summitted last year, I implore the president (or his delegate) to update the C/L Speed rules on the MAAC web site with the current line & pull test chart that was submitted by me earlier to the Safety Advisory Group. I attach a revised chart once again.It is unsafe for any Control Line flier to use anything but the most up to date lines & pull tests when flying speed models.

2.  I again ask the president to stop featuring R/C models on the header of the C/L MAAC web pages as **false advertising.** I am more than willing to supply C/L model photos if requested. See attached photo.

3. I look very forward to C/L fliers across Canada having their fields re-opened as soon as possible and appreciate the Safety Advisory Group prioritizing C/L fields as they’ve never caused any accidents in the last 72 years.

• There were no recommendations arising from the minutes of the 2022 Annual Zone meetings for the Control Line Committee to consider.

• With Transport Canada's confirmation that Control Line models are not RPA’s, the CL Committee Members encourage the MAAC Board to work to reinstate the MAAC/AMA Bilateral Insurance Agreement for Control Line fliers.  Zone recommendations regarding this were submitted by both Alberta & Manitoba - Northwestern Ontario Zones. We feel the current temporary three month foreign membership requirement has been very detrimental to cross border competitions in British Columbia, Alberta and Ontario.

• The Control Line Committee wishes to thank the members of MAAC for continuing to support our C/L FAI Team via the FAI Travel Fund.

•       I am pleased to continue to serve as Control Line Committee Chairman for 2023.

| **MAAC CONTROL LINE SPEED RULES – 2023**  (Numbers in small font are AMA Rules maximum speeds for line sizes and maximum speeds for pull tests in MPH.) | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **CLASS** | LAPS  TIMED | LINE  LENGTH | MONO-LINE DIAMETER  MONO - LINE | 2-LINE DIAMETER | MINIMUM  BUTTON  DIAMETER  INSIDE | MAXIMUM  WEIGHT  WITH FUEL | **PULL**  **TEST** | **Current**  **Record**  **Speed**  **MPH** |
| Steel Music Wire, ASTM-A228 Only.  Solder or Epoxy All Terminations. | |
|  |  |  |  |  |  |  |  |  |
| **½A (301)**  Fuel + 0.25 Oz | 5 | 47.47'  47' - 55/8" | 0.014” 167.38MPH  (minimum 0.0135”) | 0.012” 178.72MPH  (minimum 0.0115”) | 0.112” / 0.100” | 10 oz | 48 G  160.75 | 142.40 |
| **½A Profile Proto (305)** Fuel+0.25 Oz | 10 | 42' - 0" | **\_** | 0.010” 148.15  (min 0.0095”) | 0.080” | 9 oz | 32 G 123.46 | 111.68 |
| A (302) Fuel + 1.0 Oz | 6 | 65' - 0" | 0.022” 203.42  (min 0.0215”) | 0.018” 208.36  (min 0.0175”) | 0.125” | 22 oz | 56 G  203.18 | 192.04 |
| B (303) Fuel + 2.0 Oz | 6 | 70' - 0" | 0.026” 196.15  (min 0.0255”) | 0.020” 189.41  (min 0.0195”) | 0.125” | 35 oz | 48 G  195.21 | 186.84 |
| NASS C Fuel + 2.0 Oz | 6 | 70’ – 0” | 0.026” 196.15  (min 0.0255”) | 0.022” 204.50  (min 0.0195”) | 0.125” | 35 oz | 48 G  195.21 |  |
| D (304) Fuel + 3.0 Oz | 6 | 70' - 0" | 0.033” 212.01  (min 0.0325”) | 0.026” 209.76  (min 0.0255”) | 0.125” | 47 oz | 52 G  203.18 | 199.92 |
| FAST JET (309) Fuel + 8.0 Oz | 6 | 70' - 0" | 0.033” 212.01  (min 0.0325”) | 0.026” 209.76  (min 0.0255”) | 0.125” | 47 oz | 56 G  +56#PIPE  210.85 | 200.37 |
| NASS SPORT JET / NW SPORT JET Fuel + 6.0 Oz | 7 **/** 6 | 60’ – 0” **/**  65’ – 0” | \_ | 0.022” 169.35  (min 0.0215”) **/**  0.020” (min 0.195) | 169.35  0.125” | 45 oz **/**  45 oz | 42 **/**40G  +40#PIPE  169.05 |  |
| **FORMULA 40 (308)**  Fuel + 2.0 Oz | 14 | 60' - 0" | **\_** | 0.020” 177.92  (min 0.0195”) | 0.125” | 34 oz | 48 G 180.73 | 164.27 |
| **21 SPORT (307)**  Fuel + 1.0 Oz | 7 | 60' - 0" | **\_** | 0.018” 184.14  (min 0.0175”) | 0.125” | 30 oz | 40 G  164.98 | 159.65 |
| **21 PROTO (306) & Profile** Fuel + 1.0 Oz | 14 | 60' - 0" | **\_** | 0.018” 171.43  (min 0.0175”) | 0.125” | 30 oz | 36 G  156.51 | 142.84 |
| **NW B PROTO** | 14 | 60' - 0" | 0.024” | 0.014”  (min 0.0135) | 0.125 | 25 oz | 24 g |  |
| **NASS PERKY /**  **F2D Proto** | 16 / 8 | 52’ – 6” |  | 0.014”  (min 0.0135) | 0.125 | 23 oz | 25 G |  |
| **F.A.I.**  **F2A (310)** | 9 | 17.69 M  58.04'  58' ½" | **\_** | 0.389mm to 0.411mm  0.01531” to 0.01618”  208.18 | 0.125” | **\_** | 50 G  181.41 | 191.8 |

If one line of a two-line system fails, or if a monoline fails, the tether will be impounded and examined for failure cause.

**FUEL:** For all AMA Classes: 10% NITROMETHANE, 70% METHANOL, 20% LUBRICANTS.

For Jet & Sport Jet: 80% METHANOL, 20% NITROMETHANE. For F.A.I. F2A: 80% METHANOL, 20% CASTOR OIL.

For Fox 35: 5% NITROMETHANE, 70% METHANOL, 25% CASTOR OIL.

Speed formulas based on actual distance of timed laps, except for F2A which assumes one kilometer:

**B, C, D, JET, SPORT JET,** Elliptical Wing Area = Span X Chord X 0.7854.

**21 SPORT, ½A Proto, B ELECTRIC:** For **½A Speed:** For **F.A.I. F2A:**

**Formula-40, 21 Proto. Perky, Fox 35, F2D&B Proto: A Speed, A Electric, NW Sport Jet:** Vmph=Vkph x 0.6214

A picture containing colorful

Description automatically generated

