**MAAC Control Line Committee Report for 2019**

To: The MAAC Board of Directors, C/L Committee Members.

We continue to have a reasonably good activity level among our C/L group.

For Western C/L activity, we had Contests in Delta, B.C., in Edmonton, Alberta, and in Regina, Saskatchewan. Out East, the Toronto & District area groups hosted the most contests of any province including the FAI F2D Combat & F2B Stunt team trials selection contests. As well as hosting a few Sport Goodyear races. Several Competition & Event report results are on our C/L web site for those who haven’t seen it. A few Ringmaster Flyathons were held, but bad weather out west cancelled several this year. In fact I counted less than a dozen flyable days this year in my area and if I hadn’t attended several International events, I wouldn’t have flown much at all this season! Some of the event activities were also posted throughout the year on my MAAC Control Line Group Facebook and ACFC webpages.

 I attempted to c.c. the Committee members whenever I received info on these events.

There is a World C/L Championships scheduled in Poland this summer 2020. I recommend the BOD approve F2D combat team members Ivan MacKenzie, Walter Dordolo, & Maksim Svetlakov in addition to F2B stunt members Konstantin Bajaikine, Peter Hanson & Pat MacKenzie. I have canvassed for a C/L Team Manager **by years end** but as of this writing, have not received any volunteers for this position.

**Action Item:**

If Standing Committee Chairmen are not allowed to spend carte blanche their tiny $200 budget I would like the BOD to give Standing Committee Chairmen a **“Budget Guideline Document”** as to what they may spent their $200 budget allowance on. Guessing without any direction is really not good enough. Or, **just leave it to** **us** **Chairmen** to decide would be my recommendation.

To end my report, I would like to thank the 2019 C/L Committee members for their kind words and wonderful support throughout the past year. I look forward to continuing on as your Chairman and hopefully will get in more flying in 2020! I’m always available for a phone call.

Sincerely,

Paul Gibeault – 2019 MAAC C/L Chairman,

MAAC 8478LCD CH CM

P.S. Below is a more detailed report previously sent to the C/L Committee.

Greetings Everybody,

Well perhaps now is as good a time as any to take stock and have a look at your Chairman's activity / performance over the year. At the least, I can say that I accomplished all the goals that I set out to do when I first took this position. They include:

1. I undertook the big task of collating all the C/L Records in one place, updated the records as required, and had the latest update published in the MAAC Mag and placed under **C/L Committee Documents.**

2. I had the MAAC C/L Endurance Rules straightened out & added into our MAAC Official Rule Book. We now have two Endurance classes, Sport Class (4 oz. maximum tank capacity) and the Open Class which has no fuel tank restriction.

3. I added 19 documents to the Control Line web page

4. I added 8 videos to the Control Line web page. I would be very pleased to add any of your C/L documents (contest reports & videos) because it's your site too!

Thanks to Naomi Macklem, Bruce Duncan & Peter Wakefield for your submissions. You'll note that you **don't have to be a Committee member** to make submissions here.

5. I have corrected the erroneous MAAC Drone FAQ Document that claimed C/L fliers may need airport permission, also corrected that C/L models DO NOT need any ID sticker. (Transport Canada has agreed that C/L models fall under the section of "kites" & therefore **all drone regulations** **do not apply to us**).

6. I've currently well over 200 emails in the C/L Chairman's Inbox & have cc'd any of the pertinent emails to the committee members to keep them well informed. To date I've never missed a C/L column deadline and have also written one stand alone C/L article and one world championships report.

7. I've made plenty of phone calls to many C/L Committee members. I don't mind (and even prefer) talking to you all on the phone as I have a very comprehensive (read expensive) long distance calling plan. (Email me when's a good time for a chat at my expense).

8. FAI Teams funding:  Ivan Mackenzie is holding $150 of T/Trials funds that will be donated back to the F2D Combat team members.

John McFayden (Chairman of the Stunt Committee) will be selling a small amount of donated C/L stuff (from Muskoka) with proceeds going to the F2B Team. Our F2D combat team of Ivan Mackenzie, Walter Dordolo & Maksim Svetlakov have fully accepted their team positions for attending the 2020 Polish world championships.

I asked if the residual of my $200 annual C/L Chairman's budget could be donated to our national team fund & Linda Patrick said **NO** to that idea. Currently my budget expenses are for a partial telephone bill, printing cartridges & paper. **Are there any other committee expenses I should know about from you members?** I believe these funds are**MEANT** to be spent on Control Line activities. $200 out of a MAAC expense budget of ~$800,000.00 seems to me to be chump change...

I did more investigating on how our budget funds are to be allotted, and found out there are no real guidelines...

**News on the F.A.I. front**

I have also asked our FAI Chairman Harry Ells to have my name submitted to the FAI to be added on to their list of Control Line Technical Experts. I've attached a document to this email that allows you a glimpse into what FAI Technical Experts may have to deal with. At the International Competition Level, there is no end of "loop holes" that people will go to, to take absolute

maximum advantage of (exploit) the rules.  In this case the FAI Team Race engines have a mandated maximum fixed venturi size of 3.02 mm which is checked during model processing before the event. It appears that there are "rule book artists" that are very cleverly contriving to essentially have a larger venturi via means of an extra controlled leakage. It will be interesting to see how monitoring this turns out...

It appears that the FAI have passed recent legislation that allows for each discipline on all FAI teams to have an **extra female member.** How about that! The online discussion went from "Why the special treatment" over to “Why not, if it gets more people out & makes it more of a family event". I'm personally of the later group's thinking. This extra female member must have at least attended a team trials which seems fair enough. In the USA, Aimee Olson has qualified in F2D Combat (as 2nd alternate) and has chosen to go to Poland to attend the world championships.

If we do have any interested ladies, your C/L Chairman will certainly lend consideration to submissions for a Spring qualifying team trial(s).

From what I understand from Linda Patrick at head office, there were no other zone nominations for the position of MAAC C/L Chairman. So I'm very pleased to be able to continue on as your Chairman, and am also very pleased with all your kind words sent to me via emails & phone calls... There were no Recommendations from the Zone Meetings submitted meaning there will be no need for the C/L Committee to vote on any issues or for a new Chairman for 2020. All is quiet on the western front apparently.

So… what's in store for next year?  More of the same! I do appreciate so much the reports that many of you have sent in. Unfortunately, not all photos sent have been good enough (too low resolution) for publishing in the MAAC Mag.  In those few cases (thank you **Naomi Macklem for your Brodak Contest report & Bruce Duncan for your 1/2A & OTS event report**), I've placed those reports in the**C/L Documents section of the MAAC.ca website** so that they are still captured, as opposed to being discarded as was previously the case. Will it make a difference? I don't know for sure, but I know it can't hurt! Why not as we have the space. We all know that C/L flying is a lost art form, and that we don't have much new blood so to speak. However, that can be said for most all aeromodelling disciplines as well, **especially** the competition disciplines. So I feel we may as well continue to enjoy this facet of our hobby for as long as we're able. Hope springs eternal, I say!

One item I have in the works is compiling a list of C/L fliers Canada-Wide. Until recently, I did not know that we have pockets of C/L fliers in Ottawa & Kingston. My thinking is that with such a contact list, perhaps more of you might be able to arrange meeting more easily to discuss our favourite pastime. I look forward to continuing on as your C/L Chairman for 2020.

Cheers, Paul

Call me (noon -> midnight MST) if you'd like to chat.  780-716-2950

P.S. I'm very recently a new Grandpa now & am scouting out all the aviation related toys that I'll be buying for my grandson in the near future... :)