

Combat Rules Discussion FLY-AWAY PREVENTION Version 2006-02-15

The aim of this document is to find changes to the combat rules to increase safety and eliminate the fly-aways.

This is an unofficial initiative initiated by a group of F2D Jury Members to protect combat from disappearing. Everyone concerned with F2D Combat is welcome and asked to respond.

The Control Line Subcommittee members are invited to distribute this questionnaire to their local F2D contestants for action.

The findings and hopefully the conclusion will be communicated to the chairman and s/c members for action.

We prefer the contestants to reply directly to the group (all e-mail addresses below) to save time. This will give us the opportunity for a quick reaction.

Regards

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Safety in F2D Combat

Prevention of FLY-AWAYS 15th of February 2006

QUESTIONNAIRE for F2D contestants requiring an urgent answer.

We think most of you agree that we should avoid fly-always in combat to preserve our sport. But how can we reach that target?

A number of CIAM subcommittee members request AN URGENT introduction of an automatic engine shut-off when a fly-away occurs. There is intention to push for a vote on the Plenary meeting next March in Lausanne. As an urgent safety rule, if accepted by the delegates, it can be introduced in a very short delay (for this years WC in Spain or 01-01-2007?).

Introducing a shut-off will not deal with the problem itself but merely decrease the risk of injuries. Maybe a combination of several changes will be the best solution.

More information about shut-offs can be found at <http://www.clcombat.info/shutoffs.html>.

However there are a few observations made during W/C's, E/C's and international contests that need consideration.

Models that fly away beyond the boundaries of the flying site normally have their lines cut close to the handle. The trailing lines stabilise the model. The shut off will operate with a short delay and the engine will be stopped. The model can still travel a distance before impact.

Models that have their lines cut close to the inner wing normally crash near the flying circle. Will the shut-off stop the engine quick enough to prevent harm? Do we need additional actions to make it safer in this area? Even if the people close to the circle are more aware (experienced!) there is hardly any time to react.

How will the models react to thicker lines?

Can the introduction of a warning system with penalties (-100 points for each warning plus elimination from the contest after 3 warnings) make pilots give up their rough flying style?

Please let us know your answers to the following questions.

Feel free to add other ideas to solve this serious safety threat. Keep in mind that it is urgent and we will discuss at this moment only the fly-away concern.

Please note that for each answer or case a proper justification is required

- 1. **Introduce an engine shut-off**

It will most certainly stop the engine and prevent a loose model to cause damage even if people near to the circle still can be hit before the engine stops.

One thing to be solved is how the judges should handle situations where the shut-off operates while the lines are still intact. These situations can be used by both the affected pilot and his opponent to manipulate the results and must be dealt with in the rules.

- 2. **Increase the line diameter (thickness)**

- 3. **Decrease the power of the engine**

*e.g. Minimum diameter of the propeller
Decrease the diameter of the venture
Change the size of the silencer or reduce the outlet aperture
...*

- 4. **Change the characteristics of the model**

- 5. **Change the size of the engine**

Needs a long time to introduce and can be expensive!

- 6. **Increase the 150 N pull test of the lines.**

Increase the pull test of the lines to 200 N and intensify the visual inspection of the lines and attachments to handle and model. The increased pull test will sort out bad and partly damaged lines.

- 7. **Quality of lines**

*Should only certain brands or lines of certain quality be allowed to use?
How can these lines be identified or checked?
Specify 7 strand?*

- 8. **Fuel. Change the formula to decrease the volume or delete the nitromethane.**

- 9. **Reduce the radius (at present 2 metres) of the centre (piloting) circle.**

The effect of bringing the pilots closer together could be beneficial.

-.10. Install a safety net or fences around the combat circle

Trellis fences used for roadwork (2 to 5 metres high) will increase safety for spectators standing close to the protection.

-.11. Personal protection - Helmets

Mandatory use of helmets for the officials, jury members, time keepers, team managers and other persons that are close to the flying circle during heats.

-.12. Other

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