

## **Report from the F2 Subcommittee November 2010**

The Control Line European Championships were held in Czestochowa, Poland. The contest site was for three classes the same as for the 1980 World Championships and the 1991 European Championships, that is the Speedway Stadium. In the Bulletins, the organiser presented that all four classes should be flown in or around the stadium. We were told that the city in the last weeks had cancelled their plan to surface a parking area and thus the organiser had to rethink. The original idea was to move the F2B circles into the stadium and the F2D competition to be held on the aero club 20 km to the north of the main contest site. The FAI Jury objected to this and, reluctantly, the organiser accepted to run F2D in the stadium and F2B on the airfield. **This brings forward the question: what can, will and shall FAI do to make certain that what is accepted in Bulletin 1 actually will happen?**

In the World Championship it must be noted in class F2A five world records were set and that **the ultimate winner, Ken Morrissey GBR, set a new world record in each of his four flights.**

A possible way to reduce noise in F2C was demonstrated to the competitors. An F2C model was first flown to the present rules and then was fitted with a silencer to show that it is possible to reduce the noise level to the approximate equivalent of 96 dB(A). There was no handling difference and only a slight reduction of airspeed with the addition of the silencer.

Several proposals have been written by the subcommittee, including an amended definition of control flight, a couple of clarifications in F2A, a noise proposal in F2C and several amendments in F2D.

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