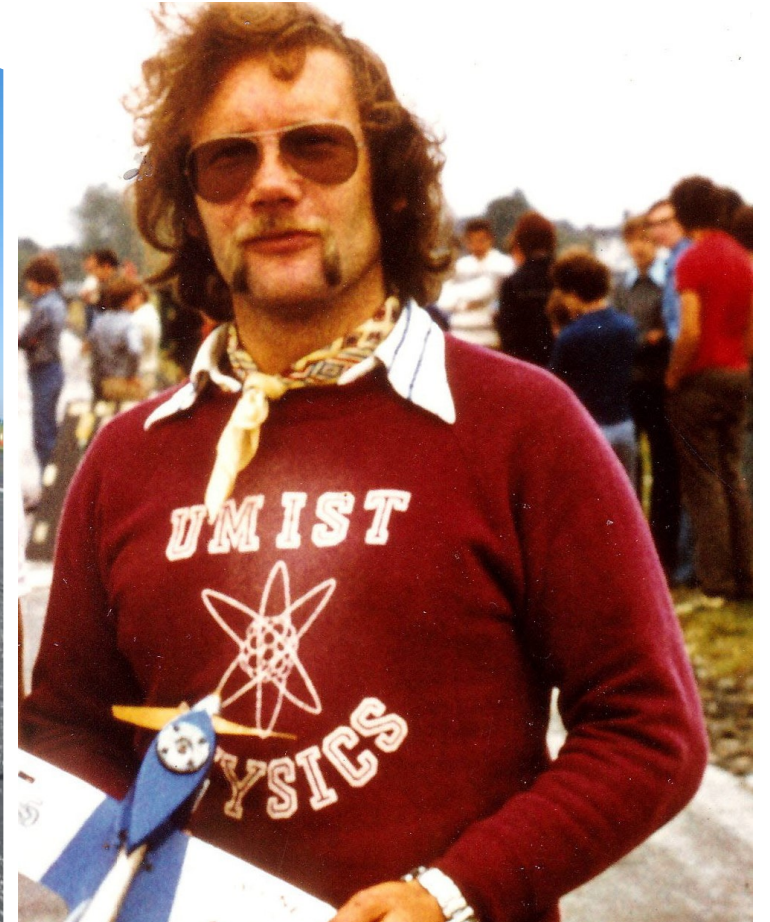


A photograph of three people standing outdoors at what appears to be an airfield. On the left is a young woman with glasses and a maroon sweater, wearing large black headphones around her neck. In the center is an older man with a white beard, wearing a tan hat and a green vest over a blue patterned shirt, also wearing large black headphones. On the right is a middle-aged man in a dark blue short-sleeved button-down shirt with a 'Pylon Line' logo on the chest. They are all smiling. The background shows a grassy field, a metal fence, and a cloudy sky. A large white text overlay is positioned in the center-left of the image.

BMFA OPEN SPEED 2023 UPDATE

12 PRR, ITALIAN SPORT JET, Q&A

IN REMEMBRANCE
Ray Cox, Alan Lee, Dick McGladdery, Ian Russel





PROPOSED RULE CHANGES FOR 2023

- 12
 - Introduction of 12 PRR (Personal Record Ratio)
- SPORT JET
 - Introduction of Italian Sport Jet class
- **Other Control Line Speed rule changes for 2024**
- Remove 21N rule entry requirement of <80% of any Speed class national record.
Remove requirement to use commercial fuel in the 12 class

TABLE A

BMFA Class	Engine Capacity (cm ³)	Min. Diameter of Lines (mm) Monoline 2 Line	Radius of Flight (metres)	Number of Laps (1 km)	Max Dry Weight (grams)	Pull Test (kg)	
.049	0 - 0.9	N/A 0.25	14.15	6 (0.53 km)	250	10	
0.12	0.9 - 2.13	N/A 0.30	15.92	10	500	15	
0.15	1.51 - 2.5	0.50 0.40	17.69	9	550	30	
F2A	Max 2.5	N/A 0.40	17.69	9	n/a	50G	
F2G	N/A	N/A 0.40	17.69	9	600	50G	
F21	2.51 - 3.5	N/A 0.45	17.69	9	700	30	
21N	2.51 - 3.5	N/A 0.40	17.69	9	750	30	
F29	3.51-5.0	N/A 0.45	19.90	8	1075	35	
0.29	3.51 - 5.0	0.60 0.45	19.90	8	950	40	
F40	5.01 - 7.0	N/A 0.50	19.90	8	1075	40	
0.40	5.01 - 7.0	0.60 0.50	19.90	8	950	40	
0.60	Light	7.01 - 10.0	0.75 0.55	19.90	8	1050	55
	Heavy	7.01 - 10.0	0.75 N/A	19.90	8	1300	65
Fast Jet		0.75 0.60	19.90	8	1150	65	
	At its minimum diameter, the tailpipe shall not be greater than 806.45mm ² (1.25in ²).						
Sport Jet		N/A 0.50	19.90	8	1150	45	
Italian Sport Jet		N/A 0.50	17.69	9	850	28	

12PRR

- **4.4.2.22 12 Class Personal Record Ratio (PRR) Speed**

- Note:- This class is designed as an introductory speed class to encourage participation by newcomers, allowing them to compete against their own personal best times throughout the contest season. The goal is for newcomers to flourish through self-improvement. Competitors should note that for both the 'Johnny Hall' Open League and the 'Irvine' PRR League Trophies five competition results count towards the annual total. This means that competitors need to choose which league they wish to enter each year. The model and engine rules for 12 PRR speed are the same as for the 12 class.

- **4.4.2.23 Classification**

The speed used to calculate the percentages for results shall be the highest speed greater than 105MPH attained by the competitor in the 12 class at a BMFA registered competition.

- (a) Contest Directors must maintain accurate records of the highest speeds, the date and the venue of the appropriate competition and the competitor's name. These results must be forwarded to the Speedcom results officer without delay after each competition.
- (b) Contest placing will be determined according to the percentage scored, the highest percentage to win.
- (c) Only the entrant's best single performance is to count.
- (d) In the case of a tie, the mean of the competitor's two best flights will be taken to determine the final placings.
- (e) If this still produces a tie, the mean of the competitor's three flights will be taken.
- Note:- The results will be collated into an annual league with the winner being presented with the "Irvine" trophy.

- **4.4.2.24 Contest Rules**

- All other rules shall be as BMFA Class 4.4.2 BMFA Control Line Speed Rules.



CMBL F2 AND 12 TRAINER

PETER HALMAN WITH HIS 12 MODEL



ITALIAN SPORT JET

•4.4.3.5 ITALIAN SPORT JET

- The competition is flown in accordance with FAI Sporting Section 4 Volume F2 category F2A with the following exceptions.

• 4.4.3.6 Lines and Controls

- Only two line control is allowed.
- The complete control system must be mounted externally to the model surfaces. The entire control system must be subjected to a tensile test of 200N (20.4 kg).

• 4.4.3.7 Engine

- Any pulse jet engine may be used provided the exhaust pipe has at least one point, along its length, where the maximum internal diameter is 32 mm.

• 4.4.3.8 Fuel

- i) Fuel shall be standard unleaded gasoline (95 octane) supplied by the contest organization.
 - ii) Fuel delivery to the engine shall be by suction; no pressure feed is allowed.

• 4.4.3.9 Flights

- The competition is over two rounds, piloting by proxy is permitted in accordance with 4.4.2.2.c). Any competitor who has not recorded a time at the end of round 2 will be offered an additional flight.

• 4.4.3.10 Piloting

- i) It is strongly recommended that piloting is done in accordance with FAI F2A rules.
- ii) It is also possible for the pilot to fly with his wrist in the pylon fork, or to fly with his handle adjacent to the pylon fork while gripping the pylon with his other hand. In this last case the vertical axis of the handle must never be behind the axis of the pylon.
- iii) The flight will be cancelled if the wrist or the handle is detached from the pylon or the pilot fails to keep the axis of the handle in front of the pylon vertical axis or the grip on the pylon is interrupted for more than a lap during the timed flight.

BARRY WITH DICK'S PROTOTYPE ISJ MODEL



F2 WORLD CUP UDINE, ITALY 15/16 JUNE 2024



JET SPORT Classification						
	Competitor	FAI Id#	Round 1	Round 2	Round 3	Best Result
1	Paolo DEL BIANCO - ITA	n/a	243,3	241,9	238,2	243,3
2	Renato DURIGON - ITA	n/a	240,0	235,1	231,8	240,0
3	William HUGHES - USA	n/a	237,3	0,0	213,6	237,3
4	Stefano ZANIN - ITA	n/a	234,8	0,0	235,4	235,4
5	Roberto ROSSI - ITA	n/a	218,1	232,1	235,1	235,1
6	Daniel ROTA - SWI	106872	229,0	218,6	226,6	229,0
7	Giancarlo BUOSO - ITA	n/a	222,5	219,7	217,3	222,5
8	Enzo SAVORELLI - ITA	n/a	210,1	0,0	0,0	210,1
9	Guy DUCAS - SWI	144832	0,0	0,0	0,0	0,0

PAUL EISNER WITH HIS REPLICA PINK LADY





CHRISTINE AND ANDREW ON THE TRANSITRACE AT THE NATS



AT THE FEET OF THE MASTER
(I just love this photo...)

YouTube VIDEOS

- Dick Hart has two YouTube channels, @britintexas and @britintexas48
- <https://youtu.be/o7SXY5KkOgE?si=yFhqFACV2H4e36YT>
- <https://youtu.be/jePKsWSObO4?si=WKZauktdGn-2N0ES>

- Peter Harvey has a channel, @peterph8510
- <https://youtu.be/PgRmR49YJ1w?si=hg9zP0EmD9Ej0Rpa>
- Dom has a channel @Essential RC, search for pulse jets on his channel
- https://youtu.be/OL7VgWe_zmk?si=Anl9HXwg8c00ZcSl

- Joey Mathison has a channel, @Jmathison205

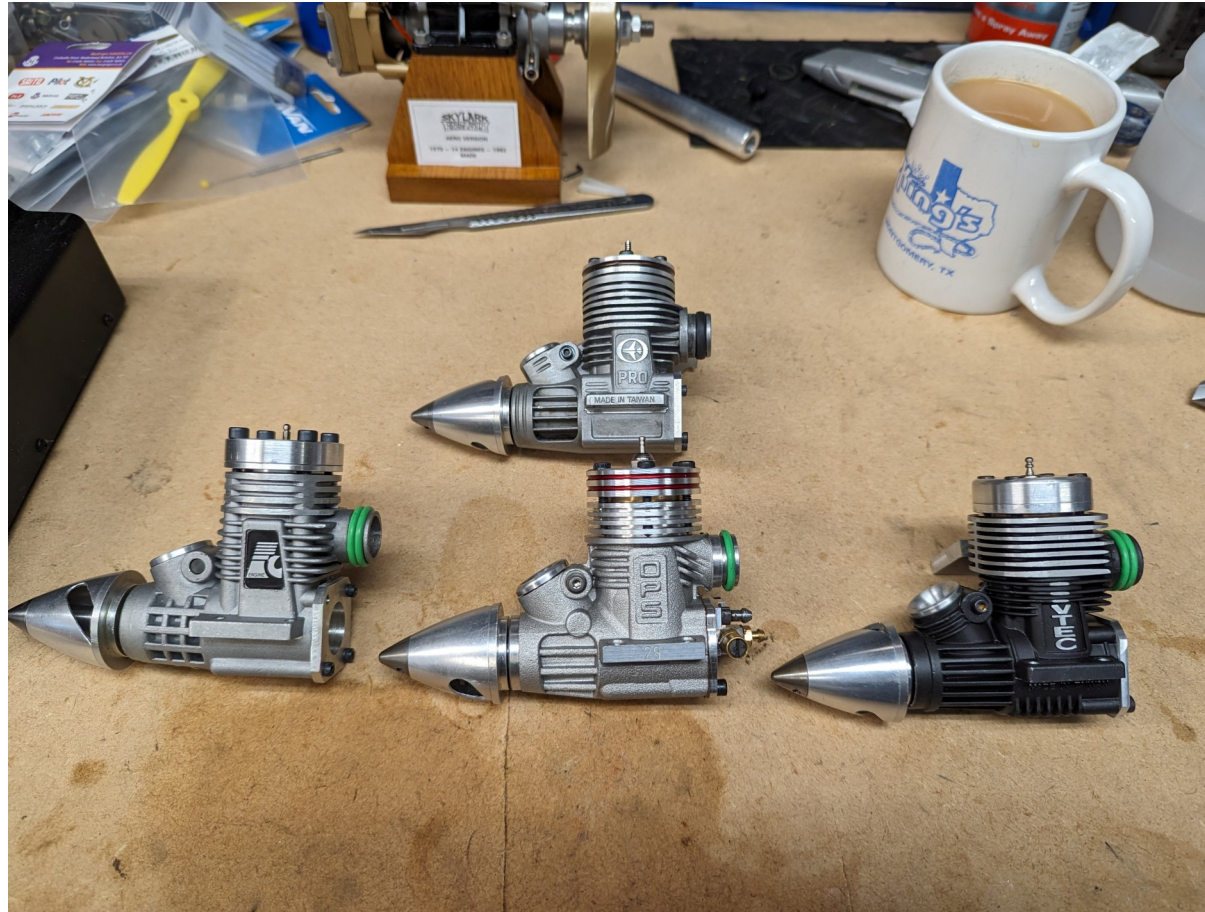
BACK UP INFORMATION SLIDES

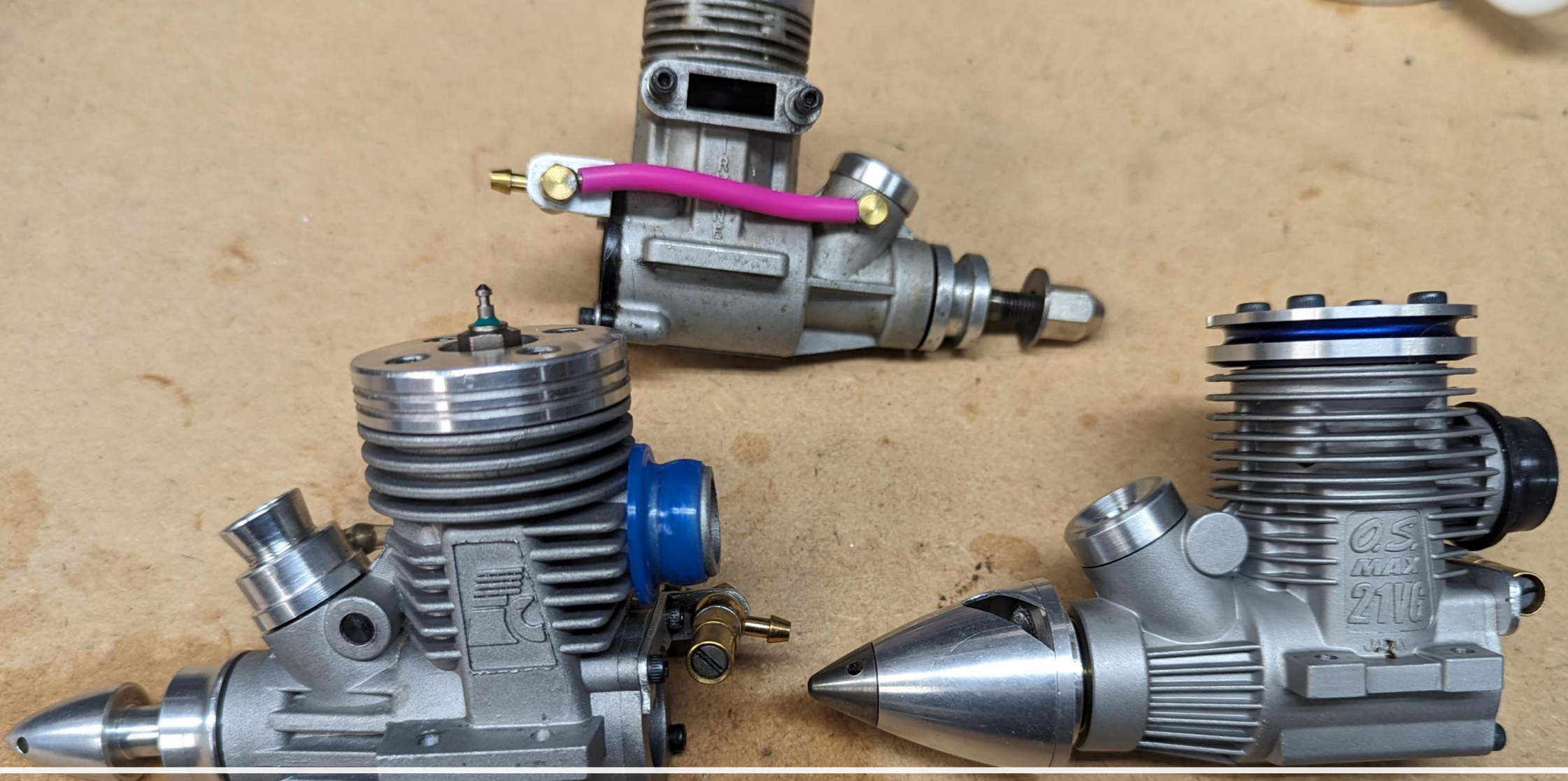
Typical





28'S CONVERTED FROM CAR ENGINES (For F29 class)





CONVERTED 21 CAR ENGINES

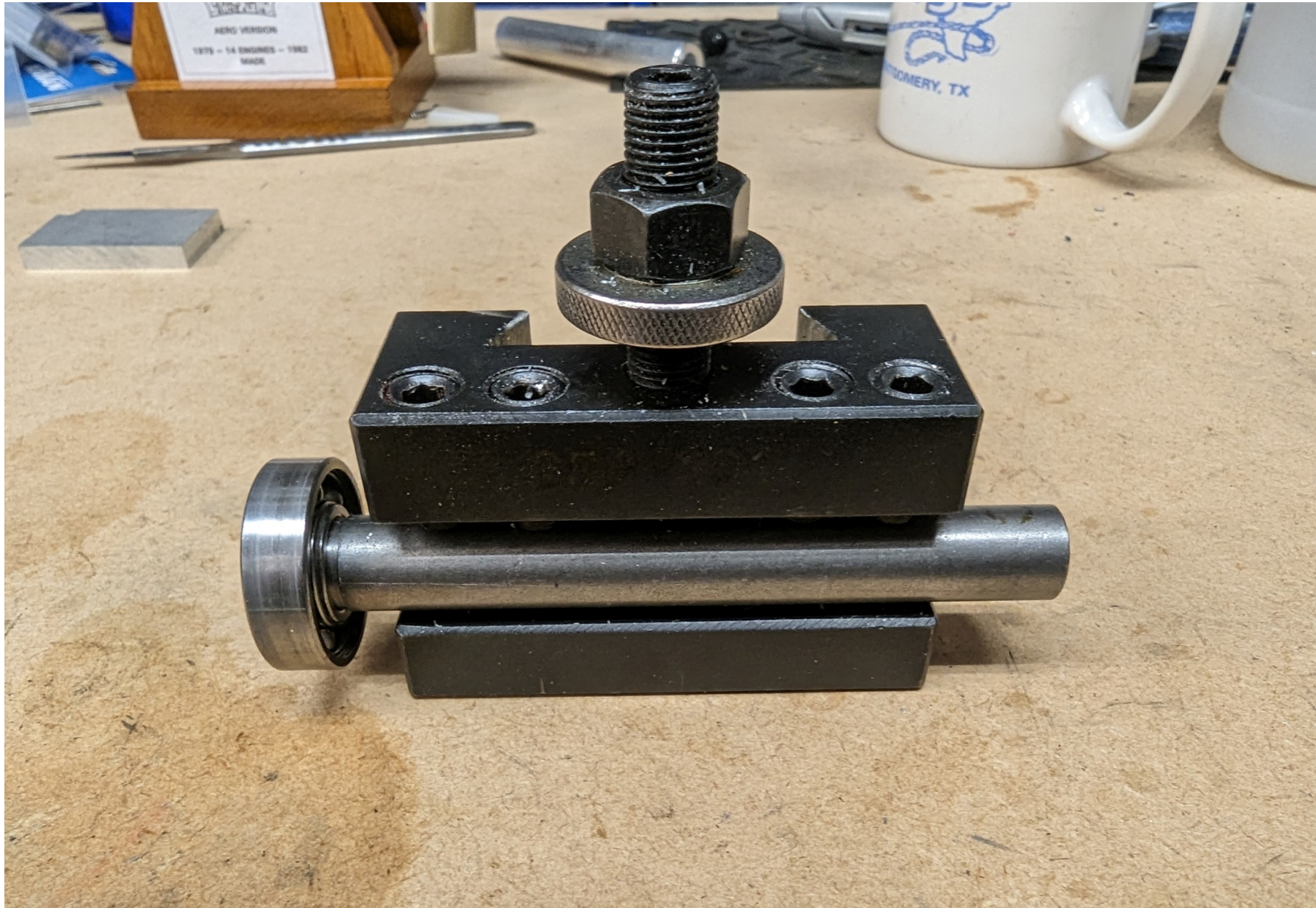


OS 12 MOTOR CONVERTED FROM A CAR ENGINE
(Too short for a pan but ideal for a profile model)

MONOLINE TRAINER



A VERY USEFUL GIZMO



PARTS FOR AN ITALIAN SPORT JET

