



British Model Flying Association
CLUB BULLETIN

4th March 2011

Issue no 200

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**IMPORTANT !!!
SECRETARY PLEASE NOTE**

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**PLEASE NOTE THAT AN UPDATED COPY OF THE "EVENTS AND CONTEST
CALENDAR" IS AVAILABLE FROM CHACKSFIELD HOUSE ON RECEIPT OF A
STAMPED ADDRESSED ENVELOPE**

TO ALL TECHNICAL COUNCIL MEMBERS

There will be a Meeting of the Technical Council on Saturday 26th March 2011 at 11.00am
which is to be held at: Chacksfield House, 31 St Andrew's Road, Leicester LE2 8RE. Tel:
0116-2440028 Fax: 0116-2440645. Email: admin@bmfa.org

AGENDA

- 1 Apologies for Absence.
- 2 Request for permission to be absent.
- 3 To verify the voting strength of the meeting.
- 4 Correction and adoption of the Minutes of the Technical Council Meeting held on 16th October 2010.
- 5 Matters/Actions Arising from the meeting on 16th October 2010 that are not included elsewhere on this Agenda.

- 6 To review the set agenda for the first meeting of a Technical Committee each year (appended).
- 7 To appoint the current year representative to the Awards Committee.
- 8 To discuss the CIAM Agenda (**PLEASE MAKE SURE YOU BRING YOUR CIAM AGENDA WITH YOU**).
- 9 To discuss the current rule (Articles 32 (B) and 46) in the Formation of, and Terms of Reference for, BMFA Technical Committees, specifically relating to elected representatives and not more than two from any one affiliated club. (*Deferred from January Full Council – Minute reference 718/1/11(16) item cii*)
- 10 Nationals updates from the Power Nationals Co-ordinator and Technical Committees to include:
 - a To discuss any flightline problems
 - b Nationals Results requirements
- 11 To receive any reports from Technical Committees. (Preferably in writing and not concerning Agenda Items.)
- 12 To receive a report from the Competition Secretary to include:
 - a Receipt and ratification of any contests for this year's FAI Calendar.
- 13 To receive any reports from Council, Sub-committees or Elected Officers.
- 14 Any Other Business.

Please note: Items for Any Other Business should be handed, or sent, to the Office Manager or the meeting Chairman in writing before the meeting commences. This will be strictly enforced. Any questions asked under AOB that will require detailed replies beyond the knowledge of the meeting should be previously advised to the Office Manager to allow for the preparation of replies.
- 15 Date of next meeting.



The BMFA received the following notice:

Chulmleigh Sports Centre,
Beacon Road
Chulmleigh
Devon
EX18 7AA
Tel: 01769 581786
Email rcrumby@chulmleigh.devon.sch.uk

To whom it may concern,
I am the recreational development officer for the above sports centre. We have a large 4 badminton court size hall which, I am told, would be suitable for flying remote control aircraft. I wonder if you could let any local clubs know who may be looking for a venue on a casual or regular basis. They can contact me at the above and if they want to can come and view the premises. We have free parking, excellent disabled facilities and a hot/cold drinks machine. There is also a foyer area which is ideal for catering and tea making.
Regards Ruth Crumby

Report on Full Council held on 11th September 2010

Accounts

The Annual Report and Accounts of 1st April 2009 to 31st March 2010 and the draft budget were proposed and accepted unanimously.

The membership fees for 2011 were set as follows:

Senior	£29.00
Junior	£15.00
Family Senior	£29.00
Family Partner	£19.00
Family Junior	£11.00

Annual Ratification of Honorary Members

D Bishop, E Clark, Mrs P Gowler, Mrs N Hadlow, D Hardman, K McCormick, Mrs M Nicholls, Dr M P Sun, P Valentine, T Watson, J Worth, J French, R Bellingham.
Proposed and carried unanimously.

Silent Flight Achievement Scheme Controller

Council accepted the recommendation that Chris Moynihan is appointed Silent Flight Achievement Scheme Controller for 2010.

Update of Specialist Body Requirements and Guidelines

Proposal to update the Specialist Body Requirements and Guidelines was carried unanimously. (Copies available from BMFA office).

Appointment of Power and Silent Flight Achievement Scheme Controllers

An action was placed on the Honorary Secretary to consider and make recommendations to this Council as to how the Power and Silent Flight Achievement Scheme Controllers should be identified, selected and appointed.

FAI Licence

Fees proposed and carried unanimously as follows:

FAI stamp: Seniors £10 & Juniors £5; Booklet £5; replacement licences including the FAI stamp (i.e. lost or damaged in the current year) £5.

Dissemination of information to the membership

The following proposal was considered and carried by a majority.

With reference to the dissemination of information to the membership, the BMFA website is to be considered one of the primary publication mechanisms of the Society.

British Record Claims

The following British Record Claims were ratified:

Christopher Eifflaender/Anthony Eifflaender 149669/64147 British Goodyear, Barton, 15th May 2010, Time 8 mins 42.7 sec final.

Rodney O'Neill 78813 Living Room Stick Rubber Powered, RAF Digby 20th September 2010, Duration 7 mins 00 secs.

Awards Nominations

BMFA Certificate of Merit

Henry Hannant
Alf Tunnicliffe
Geoff Armstrong
Dave Oldfield

Henry J Nichols Trophy

Jamie Griffin

Ray Malmstrom Trophy
Flitehook

Arthur Mullet Trophy
Maurice Doyle

RAeC Medal of their choosing
Alf Tunnicliffe

RAeC Presidents Breitling Trophy
Jamie Griffin

RAeC Certificate of Merit
John David Jones
Tom Walker

RAeC Silver Medal
Peter Watson

The newly acquired Perkins Slade Trophy will be awarded on an annual basis for a 'Pilot of the Year'. Deadline for nominations in writing from Technical Committees for this award was extended until 31st October 2010. Deliberation by the Awards Committee will take place by email.

In future if there are no nominations submitted by the deadline for receipt of all Awards nominations, 6th August, for the 'Pilot of the Year' Award, it shall be the gift of the Awards Committee to make a recommendation.

Report on Areas Council held on 25th September 2010

The following Achievement Scheme proposals were carried.

*That Areas Council introduce an Indoor **Aerobatic** achievement scheme based on the discussion document circulated with previous Area Council minutes and appended to the agenda for this meeting. The meeting were generally in accord with the concept of an Indoor Aerobatic achievement scheme. It was suggested that the ASRC when considering the structure of the scheme should emphasise that it is not intended as an introduction level for competitions or indoor fly-ins.*

That the following modification be made to the A & B Certificate (Helicopter) Members Handbook 2010 page 61, column 2 & page 62, column 1:

Remove – “No artificial stabilisation of the helicopter is allowed other than a tail rotor gyro”.

Replace with – “Where a fly bar is fitted no other artificial stabilisation of the helicopter is allowed other than a tail rotor gyro.

If the helicopter has no fly bar fitted it is acceptable to use an electronic fly bar system, however the extra electronics must only be acting as a fly bar replacement system and must not take over control from the pilot or achieve automated flight.”

That if the proposal to modify the handbook regarding extra electronic stabilisation for “flybarless” helicopters is accepted, that the following modification be made to the A & B Certificate (Helicopter) Test Standards and Guideline Booklets:

Remove – “It is acceptable to use an electro-mechanical or solid state gyro in any helicopter being used to take the test although electronic stabilisation is restricted to a single sensor acting in rotation around the yaw axis only. This allows a range of gyros to be fitted, from simple yaw dampers to solid state heading lock units but only acting on the tail rotor.”

“Where a fly bar is fitted, it is acceptable to use an electro-mechanical or solid state gyro in a helicopter being used to take the test although electronic stabilisation is restricted to a single sensor acting in rotation around the yaw axis only. This allows a range of gyros to be fitted, from simple yaw dampers to solid state heading lock units but only acting on the tail rotor.

Replace with – Gyros and Electronic Stabilisation

If the helicopter does not have a fly bar fitted it is acceptable to use extra electronic stabilisation, however the extra electronic stabilisation must only be acting as a fly bar replacement system and must not take over control from the pilot or achieve automated flight.

The use of any autopilot and/or artificial stability features which are (or may be) designed into such units beyond definition above is not acceptable during the test and is not allowed.

It was suggested it might be worth considering that instead of putting the onus on the Examiner to say what sort of system was fitted to the helicopter the candidate had to prove to the Examiner that it did not allow automatic stabilisation. – ASRC to incorporate suitable words to item iii) to reflect this suggestion.

To remove the following from the Members Handbook 2010, B Certificate Fixed Wing page 59 column 2 section (e):

Remove from after section (e)

“For aircraft (scale aircraft specifically) which for reasons of structural strength or control limitations cannot perform an outside loop, a Split S or Reversal (from level flight, half roll to inverted, hold, then pull through half loop to recover in level flight) may be accepted by the Examiner.”

and also replace

“(i) Gain height and perform a three turn spin. For aircraft which will not spin, a spin attempt resulting in a spiral dive (not necessarily of three turns), will be acceptable. In each case the initial heading and the recovery heading must be into wind and the model must fall into the spin (no ‘flick’ spin entry)”.

With

“Gain height and perform a three turn spin, the initial heading and the recovery heading must be into wind and the model must fall into the spin (no ‘flick’ spin entry).”

If the proposal to remove the options from the Power Fixed Wing B test is accepted to modify the B test Fixed Wing Standards Booklet. Page 9, (e) Fly downwind and complete one outside loop downwards from the top i.e. a bunt.

Remove

For aircraft (scale aircraft specifically) which for reasons of structural strength or control limitations cannot perform an outside loop, a Split S or Reversal (from level flight, half roll to inverted, hold, then pull through half loop to recover in level flight) may be accepted by the examiner.

The candidate may request that they fly this option and you will have to decide if this can be allowed. In making your decision, bear in mind that you are testing the pilot, not the model. If, in your opinion, the model is capable of performing an outside loop, then you should request that the pilot flies that manoeuvre. Only if you are certain in your own mind that the model will not bunt should you allow the option.

If you do allow the option, the manoeuvre may be done either upwind or downwind and should be performed on the standard line but from higher than the standard height to allow sufficient room for a smooth safe recovery. The manoeuvre is not performed in front of the pilot and the model should be flown, in level flight and on the correct line, past the pilot for a distance of around 100 yards before the manoeuvre is initiated.

The inverted hold should be for a second or two and there should be no noticeable deviation from level flight during the short time the model is inverted (a small ‘down elevator’ input may be required). Whilst inverted the throttle should be closed and, as the model slows, a smooth half loop is performed to recover in level flight and on the standard line. A recovery that is significantly off line or too low or a half loop that is pulled too tight are signs that the manoeuvre has not been practised and are not acceptable.

To change the A & B Certificate (Fixed Wing) Standards Booklet as follows:

A Cert (FW) Page 6, B Cert (FW) Page 7, add the following to the "The Test" section A
"The pilot must stand in the designated pilot area for the entirety of the flying part of the test."

A Cert (FW) Page 7, B Cert (FW) Page 7 replace
"Take off must be done with the model a safe distance from the pits area and on a line which does not take the model towards the pits, other people or any other danger area. The pilot may stand where he chooses but if he stands out on the strip (behind the model when it starts its run) he should inform other pilots flying that he is going out onto the active area."

With
"Take off must be done with the model a safe distance from the pits area and on a line which does not take the model towards the pits, other people or any other danger area."

It is proposed that **A tests should always be taken before a B test in all disciplines** and therefore the following modification be made to the Members Handbook 2010 Page 53 column 2 "The Radio Control Achievement Schemes."

Modify the existing paragraph
"(b) The 'B' Certificate which is designed to recognise a more advance pilot's increased ability and knowledge and a demonstrated high level of safety. A candidate presenting himself for a 'B' test must already hold the A certificate in the discipline being tested."

That if the proposal that A certificates must be passed before a B test is accepted, that the following modifications be made to all B test guidance notes.

Remove
"A pilot capable of flying to 'B' certificate standards and wishing to go straight to the 'B' test without taking the 'A' test may do so but candidates should on no account be forced along this path. A flyer, known within a club to be a good pilot, going through the 'A' before taking the 'B' can be an excellent example to the rest of the club members and this should be pointed out to any candidate wishing to go direct to the 'B'."

And replace with
"A candidate wishing to take the 'B' must already have passed the 'A', however the 'B' can be attempted immediately after passing the 'A'."

It was suggested for clarification purposes that a paragraph is added to advise Examiners that they can take the flying part of the 'A' and move straight to the flying part of the 'B', there is no need to have two distinct "question and answer" sessions.

The inception date for any amendments to the Members Handbook emanating from the above proposals 7 ii) onwards will be January 1st 2011.

A notice will be published in BMFA News.

Report on Technical Council held on 16th October 2010
(Full minutes can be obtained from the BMFA website)

The following rule changes were proposed and accepted.

a) Volume ABR 1.4.2 Weight.

Amend to

The weight taken to determine the ~~minimum~~ **wing** loading, ~~and~~ minimum and **maximum** weight is that of the complete model aircraft in flying order but without fuel. **The weight shall be measured in kilograms and/or grams.**

It was agreed to change the word "and" to "or": ... minimum **or maximum** weight, is that ...

b) ABR Section 4B - B.11. Radio Control

Add a new paragraph B.11.2 and re-number the subsequent paragraphs.

The organiser shall list the radio frequencies which are permitted to be used for each Championship. He shall also provide information about the maximum permitted radio frequency power and any special exemptions to maximum radio frequency power which are available.

The meeting agreed to add a final sentence as follows: **“This information must be published in the bid document”.**

and

ABR Annex A.1a Guide for Submitting a Bid to Plenary to Host a World or Continental Championship

Amend as follows:

The bid must include:

Year

Type of championship where the championship name conforms to CIAM championship naming policy (see Annex A.1c for the list of appropriate championship names).

Category/categories of model flying

Submitting country

Submitting NAC

Organiser of championship including contact name, telephone & fax numbers & email address

Proposed month of championship

Class(es)

Radio frequency information (see B.11.2) (For RC championships only)

Venue

Flying site details

c) F3K – 5.7.1.5 Penalties

Add a new paragraph

An infringement of any rule will incur 100 point penalty to the pilot’s final score unless otherwise stated.

The FAI Delegate, Competition Secretary and Clive Needham – SFTC Representative are to clarify the proposal and with the permission of the meeting an appropriate revision can be put forward.

d) F3K 5.7.3.2 Start and landing field

Amend as follows:

The organiser must define the start and landing field before the start of the contest. Within the start and landing field each competitor must have adequate space to conduct his launches and landings, at least 30 m distance to any person in the start direction. The organiser should consider about 900 m² per competitor, (square of 30 m x 30 m). All launches and landings must happen within this area. The border line defining the start and landing field is part of the start and landing field. Any launch or landing outside this area is scored zero for the flight.

Competitors may leave the start and landing field while flying their model glider, but starting, landing, and catching the model glider must only occur **with the pilot and model both** within the start and landing field. **Any landing with the pilot outside of this area is scored a zero for the flight.**

The clause "with the pilot and model both" must be both bold and under-lined on the proposal form to go to FAI.

e) F3B 5.3.2.2 Launching

In paragraph f) delete the first sentence and replace with:

The battery may be charged on the launch line, but only by means of another 12volt slave battery of similar size with a maximum capacity of 100 ampere hours. Only 1 (one) slave battery per team except in the case of 2 (two) winch lines operating. In this case 1 (one) slave battery may be used in each direction. Any charger used must have an automatic cut-off set at maximum of 14.7 volts to prevent overcharging and risk of explosion. The charging leads must have a maximum diameter of 3mm and must be removed fro the winch battery at the time of launching the model.

The following British Record Claims were ratified:

Paul Eisner 57093 CL0.15 Speed, Barkston Heath (Nationals), 30/8/2010, Speed 201.00 mph, Handicap 100.45%.

Barker/Cuthbert 51784/51781 F2CN, Barkston Heath (Nationals) 30/8/2010, Heat 3 mins 43.6 secs.

Barker/Cuthbert 51884/51781 F2CN, Barkston Heath (Nationals) 30/8/2010, Final 7 mins 32.1 secs.

Matthew Hart 30844 CL Fast Jet, Barkston Heath (Nationals) 30/8/2010, Speed 207.44 mph, Handicap 102.5%.

Ken Morrissey 2525 F2A Speed, Barton, 18/9/2010, Speed 301.7 kph, Handicap 100.34%.

FAI/CIAM

FAI/CIAM Technical Sub-Committee members and FAI/CIAM Judge recommendations were accepted.

Barkston Heath Bookings

A booking system was agreed as follows:

Technical Council would be the arbitrator. Each October Technical Council meeting it would consider whether the sharing of the site between different disciplines is feasible. The item would forthwith appear on that agenda.

The meeting looked at the potential overuse of Barkston Heath. The needs of the Grantham Club who use the site as their home ground were considered. The meeting also considered the issue that the more dates that are requested the likely that all dates will be granted.

It was agreed that:

- a) the Power Nationals had to have exclusive use of the site for the entire August Bank Holiday weekend, but for any other time to be available for multi-use as far as possible;
- b) Technical Committees to ensure that they consider sites other than Barkston Heath for competitions.
- c) F5B be asked to move dates to share the site with other disciplines and thereby reduce the number of days for which the site needs booking.

Nationals Results

The meeting discussed whether all National Championship results should be published in the edition of the BMFA News following the Championships. For this to be possible NCR sheets would be required for all classes for all National Championships.

The Meeting unanimously agreed that all National Championships results will be published in the BMFA News. The Records Officer will progress this matter.

The Records Officer brought to the attention of the meeting why the results of the E2K Pylon Racing had not been published in the BMFA News. Although E2K is in the BMFA rule book, it is an unofficial class at the Power Nationals as it is not on the Nationals entry form (NEF) and therefore the Records Officer is not required to publish the results. If the class wants to be an official Power Nationals class then it must be added to the NEF and to achieve this it must go through due process via the Club 20 Association, BMPRA, RCPT and, finally, the Competition Secretary who generates the NEFs each year.

The Records Officer is most concerned that the F5B Multi-task Electric Glider Event was not held this year at the National Championships. It was discussed that numbers were insufficient for the competition to be held. The Technical Committees have the prerogative to decide whether or not a competition should be held

Technical Committee Reports

Control Line

The Chairman agreed with the report that the current lack of access to the word documents for rule changes is proving difficult. The meeting went on to discuss the 2011 rule books. It felt that in the Technical Secretary's current circumstances, progressing the 2011 rule books might prove to be too much but, nonetheless, hoped that if the rule books required only small changes, he would be able to publish in the usual manner. However, it was unanimously agreed that if the rule books are not published by the end of February 2011, then the Technical Committee Rule Officers will be required to publish the changes as an addendum to the 2010 rule books. The Rules Officers will forward them to the BMFA office for inclusion in the on the website and in the next edition of the BMFA News. If the latter needs to be done, then the Competition Secretary should be kept informed.

Scale

Issues that they are considering at the moment include variations to the F4C rules. One of the proposals the UK put to CIAM Plenary in 2010 was to delete the phrase that bans the use of motion stabilisation devices. Principally this was put forward as it was believed that other countries' competitors were using them. It was envisaged that this proposal would have the effect of the matter being effectively monitored. However CIAM Plenary approved the deletion of the phrase, thus allowing the use of gyros. This has caused great consternation, as it is widely believed that the skill of the pilot and not the electronic device should be tested. As a result the Technical Committee has agreed that in the UK this rule will not be adopted and a BMFA variation will need to be included in the Scale rule book, but to enable the F4C team to compete equally with their foreign counterparts, then motion stabilisation devices can be used for team selection at future National Championships.

Next year's European Championships are scheduled to be held in Romania. No competitors registered for the team trials and so these did not take place. Since then, two competitors have expressed an interest in travelling and have met the qualifying criteria. Advice from the meeting was sought in how to proceed. It was advised that an advertisement for a team manager should be placed on the BMFA website and in the BMFA News. The matter could then be re-considered at the March Technical Committee Meeting.

Competition Secretary

In addition to the written report, the Competition Secretary reported she is investigating a new style of FAI Licence. There is no requirement to have a stamp on an FAI Licence and there is no annual time limit. The idea is for a credit card style licence to be issued for a period of up to 5 years. This would cut costs and reduce work for the office and regular applicants. There was consensus that the cards may also facilitate competitors at airports.

It was discussed whether the new database could be used to allow bona fide NACs to download the FAI facilitation letters but the Competition Secretary was not optimistic. However it could be possible for the Royal Aero Club to issue similar letters and the Competition Secretary would progress this.

The Competition Secretary asked for representatives to feedback to team managers that she is still not receiving the results of the World or European Championships they attended. The results that are issue to Team Managers at Championships are not their own personal copies but belong to the NAC (BMFA) and, as such, should be forwarded to the Competition Secretary as the office i/c International Teams.

AOB

Records Book

The Chairman asked if the Records Officer would be willing to update the Records Book in the light of the Technical Secretary's continuing illness. Providing that he could obtain access to the editable Word document the Records Officer agreed. The Competition Secretary agreed to check the update prior to the pdf being sent to the Webmaster for publication on the website.

Verification of Measurements for Altimeters / Barographs

It was agreed to put the following proposal to amend Record Book 2a to the January Council Meeting as a BMFA variation:

(2a) 2.8.1 Verification of measurements (e) The measuring device must be zeroed at the point of launch. A signed statement by the pilot, substantiated by the official observer(s) must be included in the dossier.

Consequential change: current sub-paragraphs d) & f) will need to be re-numbered.

The Competition Secretary as CIAM Technical Secretary will endeavour to have this rule submitted as a Bureau proposal to the ABR Volume of the Sporting Code for the 2011 CIAM Plenary meeting.

Time Scale for Record Claims

There is currently no limit on time scales for submitting a competition record claim. The meeting discussed whether the FAI rule should be adopted.

The Meeting unanimously agreed that one system should be adopted for competition record claims and record attempt claims. Initial notification of the record claim should be made within seven days of the flight and then the claims dossier to be submitted to the Records Officer within 60 days of the flight.

The Records Book 2a will need to be updated to reflect this.

The Competition Secretary will design an appropriate form for the seven day notification to help facilitate the submissions. This could be included in the Records Book 2a.

Full Council is to be notified.

The matter of procedure if timescales cannot be met for international competition claims is to be brought to the next Technical Meeting. This should be an Agenda item for the next meeting.

Report on Full Council held on 8th January 2011

Appointment of Council

Council Members were formally received or co-opted as appropriate, and Delegates and Members of appointed Sub-Committees were ratified.

Appointment of Power Nationals Co-ordinator for 2011

It was proposed and carried unanimously that Dave Phipps BMFA CEO is appointed as Power Nationals Co-ordinator for 2011.

A vote of thanks was extended to the Technical Secretary in recognition of the 18 years he has served as Power Nationals Co-ordinator.

Ratification of Team Manager, Assistant Team Managers and Teams for World/European Championships 2011.

F1A, F1B, F1C, Team manager, Assistant Team Manager and Teams.
F1D Team Manager
F2A, F2B, F2C, F2D Team Manager, Assistant Team Manager and Teams
F3D Team Manager and Team
F3A Team
F3C Team Manager and Teams
F3K Team
Space Sen & Jun Team
F3J Team

Change of venue for May 2011 Full Council Meeting

Full Council agreed a change of venue to a nearby hotel for the May Full Council meeting as a trial.

Top Gun

A proposal was passed to withdraw Top Gun from Show Line at the Power Nationals for 2011 and refer to the Executive for further consideration as to its future.

The following proposals were carried:

i To add the following text to an appropriate place in the Council Handbook:

“The various documents and publications of the BMFA including but not limited to membership lists, contact information, rule books, member’s handbooks etc represent valuable intellectual property of the BMFA. Accordingly it is required that the master copies of all such documentation, in an editable form, reside at the BMFA Office and are under the control of the Chief Executive. The Chief Executive shall also ensure that back up exists for all such documentation and, to ensure adequate recovery from any potential disaster, such back up is stored in a secure location separate from the BMFA office.”

ii To take the entire text of the paragraph concerning the appointment of “The Achievement Scheme Co-ordinator” (on page 3 of the Sub-Area Constitution) and move it to be immediately below the text about the Honorary Treasurer (on page 2 of the document). Note this does NOT change any of the text, simply relative position of this paragraph.

iii To add the following into the page thereof the Sub-Area Constitution immediately after the text about the Education Co-ordinator:

“Sub-Area Chief Examiners and Sub-Area Chief Instructors

Who shall:

- a) Run the BMFA Achievement Scheme within the Sub-Area to the standards laid down by the BMFA and to the satisfaction of the Sub-Area Committee.
- b) Liaise with the Sub-Area Achievement Scheme Co-ordinator in the course of their duties.
- c) Report annually to the Sub-Area AGM via the Sub-Area Achievement Scheme Co-ordinator.

Sub-Area Chief Examiners and Sub-Area Chief Instructors will be non-voting members of the Sub-Area Committee. They may be initially recommended by the Sub-Area for ratification at Areas Council at any time but thereafter will be elected annually by the Sub-Area AGM, subject to confirmation by the relevant National Achievement Scheme Co-ordinator.

Items 10(f) and (g) do not apply to Sub-Area Chief Examiners and Sub-Area Chief Instructors.”

FAI Contest Calendar

The following contests will be included on the 2011 FAI Calendar:

- F1 World Cup (Free Flight) (Stonehenge Cup) at Andover (Salisbury Plain)
- SM World Cup (Space Modelling) (Equinox Cup) at Andover (Salisbury Plain)
- F1 World Cup (Equinox Cup) at Barkston Heath
- F3A World Cup for RC Aerobatics at Ashford.
- F5B World Cup for Electric RC Multi-Task Gliders at Middle Wallop.

2011 Contest Fees

FREE FLIGHT

<u>Juniors:</u>	All classes/all events	Free	
<u>Season Tickets:</u>	Not available		
<u>Centralised:</u>	Site Access Charge	£6	
	1st Class	£4	
	Subsequent classes	£2 per class	
<u>Area Centralised:</u>	Site Access Charge	As set by Area	
	1 st Class	£4	
	Subsequent classes	£2 per class	
<u>Team Selection:</u>	Seniors	£20 per meeting all 3 meetings £40.	or pre-entry for

One fee enters
all 3 classes.

<u>Nationals:</u>	Facilities Charge:	£18	
	1st Class events	£7 For	Championship
	1st Class Events	£4 Non	Championship
	Subsequent classes events	£7 For	Championship
	Subsequent classes Events	£4 Non	Championship
	Unlimited classes	£30	
	Pre-entry requested for all events.		
	On-field entry at 50% surcharge.		

<u>F1E Meetings</u>	Same as Area Centralised
<u>Space Modelling</u>	Site charge only for all meetings including team trials

CONTROL LINE

<u>Juniors:</u>	All classes	Half the class fee
<u>Season Tickets:</u>	Not available	£0
<u>Centralised:</u>	1st Class	£15
	Subsequent classes	£10
<u>Team Selection:</u>	F2A, F2B, F2C, F2D	£15 per class.
<u>Nationals:</u>	TBA	

INDOOR TBA

SILENT FLIGHT

<u>Single event fees</u>	F3B/F3J/F5B	£10
	F3K/eSoaring	£7 (moving to £10 in 2012)
<u>Season Ticket</u>	F3J 3 events	£25
<u>Nationals</u>		TBA

RADIO CONTROL

RC Pylon (i/c)

<u>Juniors:</u>	All classes/all events	Free
<u>Season Tickets:</u>	Not available	£0
<u>Centralised:</u>		£15.00
<u>Team Selection:</u>	F3D	£40.00
<u>Nationals:</u>	All classes	£20.00 per class

RC Pylon (electric)

<u>Juniors:</u>	All classes/all events	Free
<u>Season Tickets:</u>	Not available	£0
<u>Centralised:</u>	All classes	£15.00 per class
<u>Team Selection:</u>		£0
<u>Nationals:</u>	1st class	£20.00

E2k	£20
Club 2000	£20

RC Helicopter

<u>Juniors:</u>	All classes/all events	Free
<u>Season Tickets:</u>	Not available	£0
<u>Centralised:</u>	F3C	£30.00
<u>Team Selection:</u>	F3C	£10.00 per competition
<u>Nationals:</u>	F3C	£30.00
	Sportsmans	£25.00
	F3N	£20.00
	Clubman	£25.00
	Scale Heli	£20

RC Aerobatics

<u>Juniors:</u>	All classes/all events	Free
<u>Season Tickets:</u>	Not available	£0
<u>Centralised:</u>	F3A	£25.00
<u>Team Selection:</u>	F3A	£25.00 per competition
<u>Nationals:</u>	All classes	£30.00 per class

Cont/....

None of these were confirmed as GBRCAA provided no information and did not attend RCPTC meeting.

IMAC Aerobatics

<u>Juniors:</u>	All classes/all events	Free
<u>Season Tickets:</u>	Not available	£0
<u>Centralised:</u>	One day	£N/A
	Two day	£N/A
<u>Nationals</u>	All classes	£28.00 per class

Fun Fly

<u>Nationals</u>	£20
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SCALE

<u>Centralised events</u>	RC	£12
	Or season ticket	£60
	CL	£10
	FF	£2
	Indoor	£15
	Registration and one class entry. £3 per Additional class.	

<u>Nationals</u>	RC	£25
	CL	£15
	FF	£10
	Indoor	£15
	Registration and £3 per class	

<u>Team Trials</u>	F4B & F4C	£15
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Juniors 50% of senior fees for all events.

The following proposals were carried:

BMFA Record Book

Add a new sentence at the end of (2a) 2.8.1 (e) as follows:

(2a) 2.8.1 Verification of Measurements

d) The measuring devise must be zeroed at the point of launch. If the device does not have such a facility, then the start (launch point altitude must be established and recorded. A statement clearly indicating the altitude of the start (launch) point and the altitude attained, is required. This must be signed by the pilot and substantiated by the official observer(s) and must be included in the dossier.

Contest Rules Section 2a – Records Rules and Information

NOTES

UK National Records

Insert a new 4th paragraph as follows:

For record claims set either in competition or as a dedicated record attempt, initial notification of the record claim should be made to the BMFA office within seven days of the flight taking place. The BMFA office should be in receipt of the Record Claim Dossier within 60 days of the flight taking place. If these conditions are not met then the record claim will be rejected.

A form to use for this 7-day notification appears at the end of this section.

British Record Claims

The following British Record Claims were ratified:

Rodney O'Neill 78813, Living Room Stick Rubber Powered, Kibbie Dome USA, 6 July 2010, Duration 10 mins.

Ben Jones/Geb Jones 089029/085217 F3D Pylon, Ballenstedt Germany (Eurocup 2010) 17 September 2010, Final 0 Mins 58.49 secs.

Rob Ashley-Roche/Mark Vandervelden 080677/043072 F5D, F5D World Champs USA, 23 August 2010, Heat 0 Mins 58.91 secs.

Elizabeth Robinson Penny Plane (Novice) Rubber Powered, Kibbie Dome USA, 4 July 2010 Duration 10 Mins 14 secs

D Heaton/K Morrissey/M Fleming 050550/002525/001976 Barton B Team Race Heat, Barkston Heath 30 August 2010, T/R Records Race Time Heat 3 Mins 09.1 secs

D Heaton/K Morrissey/M Fleming 050550/002525/001976 Barton B Team Race Final, Barkston Heath 30 August 2010, T/R Records Race Time Final 6 Mins 35.1 secs

FAI Alternate Delegates

The following ratified as FAI Alternate Delegates for 2011.

Dave Cline, Mike Francies.

The following proposals were carried:

From Control Line Technical Committee that some additional funding is provided for the purchase of a commercially built display system for Team Race competitions (TRDU). The total cost would be £4,380 inc VAT at 20%. However, £1,837 remains from the original budget and the CLTC has unanimously agreed to contribute £1,163 from the CL Contest Account which is funded entirely from CL contest entry fees. This brings the funds available up to the original £3,000 agreed by Council. An additional £1,380 is, therefore, requested to complete this project using the commercial company as outlined in the attached paper.

From Free Flight Technical Committee to reallocate the David Brawn (Nordic), Mick Duce and Pete Buskell Memorial trophies to suitable replacement events and to best accommodate then reallocate the Astral and Weston trophies to classes at the Free Flight Nationals.

From the Competition Secretary to add the following to General Rules (Contest Rules) Sections 1 & 2

General Rules (Contest Rules) Sections 1 & 2

Add a new second sentence to sub-paragraph 2.1.3 (f) and make the existing second sentence into a new sub-paragraph (g) with the deletion of the first word.

2.1.3 Team Selection Contests

- (a) Technical Committees shall be responsible for organising Team Selection contests for the selection of people to comprise British teams for World and European Championships.
- (b) Technical Committees may delegate the responsibility for arranging and running Team Selection contests to a Specialist Body or other responsible group of people with the relevant expertise.
- (c) In all circumstances the Technical Committee is responsible for ensuring that any Team Selection contests are run in accordance with the rules and in a fair and equitable way.
- (d) The formats of Team Selection contests are listed in the team selection procedures to be found in each individual contest rule book.
- (e) Team Selection contests must be published as such in the official BMFA Events and Contest Calendar.
- (f) All Team Selection contests are open to any flier who has the appropriate insurance cover (See 2.1.5). **However, when a National Championship contributes towards Team Selection, flight line constraints may necessitate a restriction on the number of entries in a contest and/or associated classes. Details of any such restriction can be found in the Team Selection procedures in each individual contest rule book.**
- ~~(g) However,~~ Selection for team places will be restricted to fliers who will be eligible to hold a UK FAI licence at the time of the Championships for which the Team Selection contest is being held.

Add a new second sentence to sub-paragraph 2.1.6 (a)

2.1.6 Entry to BMFA Contests

- (a) Entry to Centralised, Free Flight Area Centralised and Team Trials contests, including all the National Championships, is open to all fliers. **Restrictions on the number of entries may apply at a National Championship.**
- (b) Entry to World Air Games national selection events is open to all fliers who hold a valid UK FAI licence and non-BMFA members must produce evidence of valid insurance cover.
- (c) All BMFA members must produce on demand their current membership card as proof of insurance.
- (d) Non-members must produce evidence of valid insurance cover.
- (e) Foreign non-BMFA members must produce a valid FAI licence.

Add a new second sentence to sub-paragraph 2.7.1

2.7 NATIONAL CHAMPIONS

- 2.7.1** British National Championship events are open to any competitor, regardless of nationality, subject to foreign nationals holding an FAI Sporting Licence from their National Airports Control or National Aero Club. **However, flight line constraints may necessitate a restriction on the number of entries in certain classes. Details of any such restriction can be found in each individual contest rule book.**

- 2.7.2** The winner of a contest at any British National Championships is the British Nationals Champion for that contest.
- 2.7.3** Technical Committees or BMFA Specialist Bodies may run a separate annual contest or series of contests to produce a British Champion.
- 2.7.4** Where a separate contest (as in 2.7.3) is not run then the British Nationals Champion in any competition class is also the British Champion.
- 2.7.5** A minimum of three competitors are required to have recorded a score in any class flown at the British National Championships in order for one of them to be named as British Nationals Champion.
-

BMFA News Publishers

The Publishers brought to the notice of Council an article on Helicopters in the last issue of BMFA News which included a report of their event at the Power Nationals, supported by half a page of detailed round by round results to all placings for all Helicopter events.

The Publishers felt the results information included in the article was too excessive and that the standard 1st, 2nd, 3rd positions published in BMFA News should suffice.

A discussion ensued and the following proposal was put forward and carried:

BMFA News Publishers proposed that the publication of results of Nationals events in the BMFA News is limited to the reporting of the first three placings in each event.

ACHIEVEMENT SCHEME BOOKLETS

2011 Standards and Guidance Booklets are available to download on the BMFA website.

Alternatively call the office to request a copy – 0116 2440028.

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