



**British Model Flying Association**  
**CLUB BULLETIN**

**31<sup>st</sup> August 2001**

**Issue No: 124**

**WHY NOT CHECK OUT THE INFORMATION ON  
[www.bmfa.org](http://www.bmfa.org)**

**IMPORTANT !!!  
SECRETARY PLEASE NOTE**

**THIS IS THE ONLY COPY OF THE CLUB BULLETIN SENT TO YOUR CLUB. WOULD YOU PLEASE ARRANGE FOR ITS CONTENTS TO BE DISTRIBUTED, AS APPROPRIATE TO YOUR CLUB MEMBERS**

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

**There** will be a Full Council Meeting on 22<sup>nd</sup> September 2001 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.

**AGENDA**

1. Apologies for Absence.
2. Request for permission to be absent.
3. Correction and adoption of the Minutes of the Full Council Meeting held on 12<sup>th</sup> May 2001.
4. Matters/Actions Arising from the 12<sup>th</sup> May 2001 Meeting which are not included elsewhere on this Agenda.

5. To receive a report from the Hon. Treasurer.  
Report to include:
  - a) Financial Report.
  - b) An update of current budgets.
  - c) Year end Accounts to the 31st March 2001.
  - d) Receipt and approval of the draft budget for presentation to the AGM and recommendation of the membership fees for the year 2002.
  - e) Ratification of year 2002 fees for Associated Bodies. (Current Fee £35).
6. To receive a joint report from the Chairman and the Chief Executive.
7. To receive a report from the Vice Chairman.  
Report to include:
  - a) To receive nominations for Awards and the recommendations from the Awards Committee.
8. To receive a report from the Honorary Secretary.  
Report to include:
  - a) Presentation of updates to the Affiliated Club List and adoption of any new clubs.
  - b) To decide dates for Council Meetings in the year 2002.
  - c) To receive a proposal from the Western Area that as part of the AGM there should be an Open Forum for Member Clubs of the BMFA to ask questions of the Executive Council or other Officers on any subject and the Questions and Answers be minuted and published in the next Club Bulletin.
9. To receive a Report from the Public Relations Officer.
10. To receive a report from the Competition Secretary.  
Report to include:
  - a) Any events for the inclusion in the 2002 International Calendar.
  - b) Receipt of Free Flight and any other Contest Fees for 2002 from Technical Committees.
  - c) Ratification of fees for year 2002 FAI Licences. (Present Fee £5).
  - d) Venue of Nationals 2002 (including ratification of 2002 Nationals Co-ordinator).
11. To receive a report from the Technical Secretary.
12. To receive a report from the Records Officer.  
Report to include:

- i) Request for help in collecting the Trophies ready for presentation.
- ii) Presentation of the following British Records for ratification:
  - a) Name: Stuart Lodge                      BMFA No: 79141  
 Class: Space S6B Streamer Duration  
 Site: Yugoslavia                      Date: 16<sup>th</sup> June 2001  
 Duration: 5 minutes 02 seconds.
  - b) Name: Stuart Lodge                      BMFA No: 79141  
 Class: Space S3B Parachute Duration  
 Site: Slovakia                      Date: 22<sup>nd</sup> June 2001  
 Duration: 12 minutes 14 seconds.
  - c) Name: Nicholas R Shaw              BMFA No: 121277  
 Class: No. 24 – R/C Slope Soaring Glider Duration  
 Site: Ivinghoe Beacon,              Date: 21<sup>st</sup> July 2001  
 Duration: 915 minutes 22 seconds.
  - d) Name: David Buckley                      BMFA No: 34544  
 Class: No. 59 – R/C Electric Rechargeable Cells Duration  
 Site: Kay House Farm,              Date: 28<sup>th</sup> July 2001  
 Duration: 46 minutes 00 seconds.
  - e) Name: Malcolm Ross/Brian Turner      BMFA Nos. 50551/74266  
 Class: C/L Team Racing F2C Heat 100 Laps  
 Site: RAF Barkston Heath              Date: 15<sup>th</sup> July 2001  
 Duration: 3 minutes 11.9 seconds.

- 13. To receive a report from the FAI Delegate.
- 14. To discuss the 80<sup>th</sup> Anniversary and the 50<sup>th</sup> Edition of the BMFA News in February 2002.
- 15. To discuss the recommendation to Full Council from Northern Area that the BMFA Website Open Forum be scrapped. From the June Areas Council Meeting.
- 16. To receive any reports from the following delegates:
  - a) Royal Aero Club
  - b) G.A.S.Co.
  - c) Joint Air Prox
  - d) Central Council for Physical Recreation
- 17. To receive any reports from the following Sub-Committees:
  - a) BMFA Accident Review Body
  - b) Civil Aviation Authority Team
  - c) Joint Radio Control Users Committee
  - d) Education Working Group
  - e) Computer Sub-Committee
  - f) Safety Report
  - g) Flying Site Protection Officer Report
- 18. Any Other Business.

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## **Report of the Full Council Meeting held on 12<sup>th</sup> May 2001.**

### **General Secretary's Report**

The **Bar-coding** system had been mostly well received by the Clubs. At the moment the Office is revising all the forms to be used for next years renewals.

A printer capable of being used for membership cards had been kindly donated by the South Eastern Area Delegate.

**Foot and Mouth** – The Gen. Sec. said it was most important that a Club approached the landowner before recommencing flying.

The Free Flight Nationals has been postponed. An article has been sent to local newspapers informing them of the situation, and a letter has also been sent to each Farmer in the Area. The local Councils and Council Members have also been circulated with up to date information.

London Area had been very impressed by the way the Foot and Mouth outbreak had been handled by the BMFA and wished to record thanks to all of those involved. The Gen. Sec. said the Clubs should be thanked for their very prompt actions in stopping flying before they were asked to.

Mid West Area, as a local Councillor, said some of the landowners had not put up the notices giving clearance to use their land. So Clubs should approach them to find out if they can resume flying.

The Gen. Sec. pointed out that only local Councils have the authority to reopen local footpaths.

**Science Museum** – Ron Moulton FSMAE has met with the Museum and they have confirmed that the Area is still available for us to use, however they are still short of money to proceed with the setting up.

It has been suggested that we look to our members to providing the funds for this display. We could do this by putting a flyer into the BMFA News to ask each member to make a donation for this cause. The Comp. Sec. said it would be as effective and cheaper to put the request in the main body of the BMFA News.

It was confirmed that this fund raising would be for set up costs only and ongoing costs would be covered by the Museum. Part of the cost was also to introduce a collection into this area.

The Gen. Sec. said the next stage was for him to write to the Museum asking them to confirm their commitment of the area to the BMFA and to obtain more details of the areas of expenditure. A business plan would have to be obtained before asking either council or members to donate any funds.

**Sponsorship** – The Gen. Sec. had attended a meeting with BAe Systems with David Kerswell FSMAE and Roger Bedford. BAe have a policy to only sponsor any project for a three year period. We have now come to the end of this period and BAe wish to change the arrangement to a partnership for the BMAC project. In addition they also offered to enter a partnership arrangement for the University Heavy Lift Challenge. Funding will increase from £10,000 to £15,000 per year. To reflect this change of status the BAE Systems logo will appear on all future issues of the BMFA News, with the words "In Partnership with" added.

**Joint Airprox** - The Gen. Sec. was disappointed to report a category "A" near miss in the Brize Norton area. An unidentified model aircraft went across the nose of a PA-38 aircraft within about 50 feet. Despite extensive investigation the pilot of the model was not identified.

The Gen Sec had been pleased to note that as part of the report it stated that “a GA pilot confirmed that the BMFA were committed to flight safety through their organisation and operations with affiliated clubs and their members”.

The Gen. Sec. impressed on members that anyone who is flying within Controlled air space, must be aware that extra vigilance is required.

## **Proposals from the Society Chairman**

### **Proposal 1**

**It is proposed that a salaried Chief Executive be appointed on a term contract (minimum 2 years maximum 3 years).**

### **Proposal 2**

**It is proposed that a provision of £30,000 is agreed in the current budget to cover any increase in resources that may be found necessary.**

Midland Area Delegate reported the Society Chairman Kath Watson FSMAE, who is also Secretary of LARCS Club had approached her as Midland Area Delegate to say she had been very upset that a Council Area Delegate had made an accusation that she (the BMFA Chairman) had invented the position of Chief Executive to enable her to take the post and hold a paid position.

Midland Area Delegate requested that the person responsible for these false accusations, who was present at this meeting, should own up and apologise profusely to the Chairman and to the meeting so that it could be recorded. This request met with no response.

The Tech. Sec. said he also had heard speculation about this, and felt it had been in some way due to the proposal coinciding with the announcement of the Chairman's retirement after 12 years as Chairman. As Chairman she had been fulfilling the duties of a Chief Executive to some extent. This had only been possible because she lived locally to the Office and it was most unlikely that her successor would have either the time or would live near enough to carry on with all the duties she had taken on. Therefore it had become essential to make different arrangements at this time.

RCP Representative said that without full sight of the reasons behind the two proposals it could easily be misconstrued that the position of a Chief Executive at a salary of £30,000 was to be generated by the Society.

There was further discussion when members asked to have a breakdown of what the £30,000 would cover, and also to have sight of the Terms of Reference for the position as had been stated in the Executive Meeting minutes.

The Hon. Treas. explained that the £30,000 was an amount which would be available to cover any changes in running the office, time spent by the appointee on the road covering CAA and other consultations etc. Therefore the possible result of voting to appoint a Chief Executive was that the appointee may need to recruit someone else to cover the needs of running the office.

The Tech. Sec. said that the Executive felt that they needed an agreement in principal to the appointment before they could work out all the details. They could then take professional advice from the Gen. Sec. on how to structure the job and to arrive at the final job description.

The Executive would like to receive from Council an agreement in principal to create the post of Chief Executive. The Executive would like to withdraw Proposal 2 at this stage. Clearly if Proposal 1 is agreed it may incur some extra cost because a Chief Executive may well wish to implement different

way of working and a different structure to that which is followed at the moment. The Executive felt he should not be shackled by any financial arrangements.

The withdrawal of Proposal 2 was accepted.

The Executive would like to recommend to Council that we approach the Gen. Sec. with a view to him becoming the first Chief Executive for the initial two years, and to discuss with him the conditions of employment associated with that post.

The Executive have discussed in detail what they feel the Chief Executive Post should be – the duties, shape etc., however they feel that an approached incumbent of the post would also have ideas regarding the overall makeup of the position.

The Hon. Treas. said the Executive were seeking a mandate for a small group namely: The Chairman; The Hon. Treas. The Vice Chairman; to meet with the Gen. Sec. to sort out the fine print.

Proposal 1 was accepted as follows: for 24 with none against and with 2 abstentions.

### **Specialist Body Application from F3J UK Association**

### **Specialist Body Application from British Association of Radio Control Soarers**

Both the above applications for Specialist Body status were accepted and would be attached to the Silent Flight Technical Committee.

**Indoor Scale Nationals.** These were held a short time ago. It was a very successful day and made a surplus of about £300. The Novice Class brought results; there was a small Swapmeet which was very popular and they plan to make it a little larger next year.

The publicity worked well and there were two visitors from France through it. The PA system did not work well in the hall and they would be looking for a better one for next year.

The Fun Fly-in attracted nearly 100 flyers and 200 spectators.

**Application from the Control Line Speed Committee to resume their position as a Specialist Body** - The Tech. Sec. said they had been a Specialist Body in the mid seventies and had an unbroken and unblemished record of running the BMFA Control Line Speed competitions since then.

The Comp. Sec. pointed out that if they became a Specialist Body again they would be responsible for paying their own Licence fee. and managing their own accounts.

The application was approved.

**Guidelines for Indoor Flying** - Southern Area said that because of the Foot and Mouth outbreak many fliers were turning to indoor flying and safety was a problem especially with the mix of Free Flight and RC models. Different sets of rules and regulations were being used and this was causing problems.

The RCP Delegate, Chairman of the Safety Committee, said that since January when he had announced his Committee would be looking at Indoor Flying, the problem had escalated because of the Foot and Mouth. Preparing for his meeting he had obtained 16 sets of safety guidelines that were in use over the country and all of them were different to some degree.

He confirmed that he was trying to promulgate a coherent set of safety guidelines for the two disciplines and also guidance notes for organisers of Indoor/RC flying events. So it is ongoing and while he realises the urgency of the matter, it has taken and is taking considerable time to collect all Club Bulletin

the relevant information. Then he has to collect the members of his committee together which is not easy during the Summer months. Indoor Tech. members will be attending. They had originally been working towards the Indoor Flying season next Winter.

Free Flight expressed a concern that he felt the Indoor TC was not looking after all Indoor Flying but concentrated mostly on Cardington Flying. He felt that the Indoor TC should co-opt members who practised other aspects of Indoor flying.

Indoor said they were doing as much as possible for all Indoor flyers, they cover Indoor Duration and they are aware of RC Flying and have been keeping in touch with the Safety Committee Chairman on this.

The Safety Committee Chairman said he would endeavour to have information available before the next Council Meeting in September.

**A proposal that this Council extend its funding of Team Members to Juniors at European Championships instead of making an individual grant. It was agreed that the funding would be effective immediately to include the current year.**

**Ratification of Team Mechanic** - that Miss Linda Creely (an Australian citizen, FAI No. 41412) be ratified as F3D team mechanic for Bruce Illingworth, for the Australian World Championships.

The Comp. Sec. and the Tech. Sec. had checked the legality of this ratification and reported that it was allowed for this particular event.

#### **Record Ratifications:**

##### **British National Record ratifications:**

Name: Andrew John Ellison                      BMFA No: S63845  
Class: No: 62 - RC Electric Rechargeable Cells, Straight Line Speed  
Site: Kay House Farm,                      Date: 3<sup>rd</sup> March 2001  
Speed:                      108.33 MPH.

Name: Andrew John Ellison                      BMFA No: S63845  
Class: No: 50 – RC Seaplane, Piston Motor – Altitude  
Site: Pennington Flash, Leigh                      Date: 1<sup>st</sup> April 2001  
Altitude:                      3480 feet.

#### **Adoption and allocation of Trophies –**

**From the C/L Tech. Comm** that the Trophy, donated by Peter Halman and called the “Johnny Hall Trophy”, be adopted, retrospectively in regard to the six winners from 1995 to 2000 whose names are already inscribed on the silver band, by the Society for annual presentation to the Open Speed League Champion.

**From the C/L Tech. Comm.** that the Gold Trophy should be re-allocated to the new Gold Trophy Aerobatics class which will be run at the Nationals.

The Records Officer declared he was not in favour of this proposal.

The Comp. Sec. said that this Trophy had been awarded for an FAI class for forty years and this Class may be revived in a few years so the trophy should not be used for any other class.

Control Line said that all the competitors in the class asked for a slight change to the rules. Because it was felt by certain BMFA people that we could not fly to those rules in the class (although this is practised for F2B throughout Europe) we had to rewrite the rules to cover the slight change.

C/L submitted the rewritten rules properly so that this Trophy could be used for the revised class and at the Technical Council they understood that there would be no problem with that. The rules now are in line with those flown throughout Europe. South Midlands said the old event was not an FAI event but a British Nationals event. C/L wanted to give everyone more flying time and have changed to a rounds basis so that each entrant flies 6 times and on the last day they have the winner without an elimination fly-off. It is run this way in Europe – it is still an F2B event run to the F2B schedule. It is unreasonable that the Gold Trophy cannot be awarded for this event.

**The RCPT Delegate put forward** that the MacGregor Trophy, traditionally presented at the BMFA R/C Nationals for Club 20 Pylon Racing will in future be presented for Club 2000 Pylon Racing instead.

The Records Officer requested that Council consider and advise him about the growing practice of Trophies being presented on the flight line at the Power Nats.

It is accepted that Fun-fly do this and have for many years, but the Handley Page and Windsock Trophies have been presented on the day recently and this may be a trend that we do not wish to encourage. The Records Officer was more concerned that none Society and unadopted trophies were being brought to the flightlines for presentation at what is a Society event. He understood that one such trophy would be brought to the Nationals for presentation this year.

The Records Officer asked Council for a ruling on this matter.

RCPT said some Specialist Bodies- ie GBRCAA have trophies which they award to the highest GBRCAA member in the British National Championships. They award these at the Nationals.

Silent Flight wondered why their BMFA Trophies are not presented at the end of the Championships. It seemed like a lost opportunity.

It was pointed out that for security reasons Council had taken the decision that Trophies would not be taken to the Nationals for presentation.

South Midlands said that BMFA Trophies are presented at the AGM Awards Evening, but other trophies not adopted by the BMFA should be presented on the day. As an example this year there will be a Ron Moulton Trophy presented by Ron Moulton FSMAE on the flightline.

The Gen. Sec. suggested that a small team get together to look into this from all angles to provide a recommendation to Council so that a decision on what presentations can be made and where those presentations should be made.

The suggested committee was:

Records Officer: Comp. Sec.: Hon. Sec.: and Gen. Sec.

The Records Officer agreed with this suggestion and Council agreed to accept this Committee.

**CIAM Meeting** - The CIAM second Vice President died shortly after the CIAM Meeting and the FAI Delegate had written to the family on the Society's behalf.

The FAI Delegate had a problem with the way some of the measures had been introduced by CIAM. Particularly with the safety measures introduced for Pylon racing, the hand towing for F3J Gliders and now the C/L Team racing event.

These safety measures are not always in the interests of the competitors who see them as a curtailment of the way they used to do things.



There is a very interesting discussion taking place on the Internet regarding the format of flying in the next World Air Games.

CIAM have no problems with us using the FAI rules at the British Nationals.

The letter regarding failsafes has now been signed by the President, Sandy Pimenoff. It is a shortened version – 5 major bullet points. It has been sent to the heads of all major equipment manufacturers. He thanked the Development Officer for finding all the addresses.

Control Line were appalled to see the rule changes on Team Racing – it had not been agendered and they considered it to be very undemocratic. The Representative felt it means that we should send a Delegate for each disciplines to the CIAM meeting whether anything has been Agendered or not.

He felt this Society must register its disapproval of the undemocratic way in which CIAM works. Silent Flight and the Tech. Sec. endorsed this.

The C/L delegate would show the Gen. Sec. a copy of the letter of disapproval they were sending to CIAM and consult further with him.

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**Report of the Areas Council Meeting held on the 16<sup>th</sup> June 2001.**

**Agenda/Club Bulletin on the Website**

The Clerk to the Council advised the meeting that she had consulted with the Editor on press deadlines and with the General Secretary on Agenda deadlines. It had been agreed that it would not be possible to publish the Full and Area Agendas in the BMFA News in time for the relevant Council Meetings.

The BMFA News Editor was asked to prominently publicise in every issue, the fact that Club Bulletins, which include Agendas, were regularly published on the BMFA Website. The address is [http://www.bmfa.org/resources/club\\_bulletins.html](http://www.bmfa.org/resources/club_bulletins.html) There are links to this page from the resources page and also from the site index.

Subsequently to this meeting the Clerk to the Council contacted the BMFA News Editor who confirmed that this address in the current issue was on Page 2 in the box entitled Final Copy Dates for BMFA News. The Editor confirmed that in future issues the Club Bulletin address would be given a separate red box at the bottom of the page with the other Website and E-Mail information.

**Retiring Chief Examiners**

The Chairman said that the background to this item was that a Chief Examiner in the Northern Area said he wished to resign but was then unhappy that he had lost his “Chief Examiner status”. This posed the question “Do retiring Chief Examiners have any status?”

Northern Area pointed out that in the Chairman’s written report to 12<sup>th</sup> May Full Council she had stated that “a retiring Chief Examiner felt a little miffed because he had been demoted to a B Certificate”. This was incorrect, the Chief Examiner in question had been reduced to a Club Examiner.

The Tech. Sec. said that if the Office was not aware of a Club’s ratification of the Examiner, he could be reduced to a B Certificate holder.

However it was confirmed that in this case, he had been reduced to a Club Examiner.

During the ensuing discussion the following points were made:

- A Chief Examiner is an Area post, not a Club post and is Areas business.
  - The CE had stopped work, because he could no longer travel, therefore he could not expect to keep his CE status.
  - Midland Area had allowed one of their CE's to keep his status as thanks for all the work he had accomplished over the many years he had been a Chief Examiner – he was CE No. 2. This was a Midland Area decision and was a special case.
  - A Chief Examiner appointment is a job not an achievement.
  - If you give up a position, you give it up.
- Once a Chief Examiner stops working, he is no longer a CE.

### **Appointment of Chief Examiner**

Paul Blakeborough (028002) was appointed Chief Examiner – Fixed Wing – for the Northern Area.

### **Silent Flight Thermal “A” and “B” Test Schedules**

The proposals for the above schedules were accepted and would be published in the BMFA News.

### **Silent Flight Electric “A” and “B” Test Schedules**

The proposals for these were also accepted.

**Implementation date for the Silent Flight Thermal and Electric “A” and “B” tests would be from the August issue of the BMFA News. There would be a full page article including the new schedules.**

### **Education**

The Working Group Chairman said he was dealing with an average of 2-3 weekly orders from Schools. A total of 79,000 kits had been completed, 44,000 of them Darts.

Dave Kerswell then gave a report on the University Challenge to the meeting. He said the University Challenge competition had just taken place and so many teams were now taking part that they may have to look at making the Challenge a two day event. Now that the event was receiving sponsorship from BAe Systems they may be able to give some help towards helpers' expenses. Dave was wearing one of the tee-shirts instigated by one of the teams.

### **Statement from the Chairman**

The Chairman, who attended the afternoon session wished to record a statement. She said that everyone knew, following her letter in March, that she would not be standing for election as Chairman this year. In other words she would not be seeking nomination to the volunteer unpaid job as Chairman of this Society in November. She also added that she was not currently seeking any paid job in the future.

She wanted to take this opportunity to thank those who replied to her letter and for their very nice comments thanking her for all she had accomplished during her term of office and also hoping that she was not leaving the Society altogether. The Chairman plans to have a few months rest and will then be interested and willing to tackle a new job for the Society.

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## **ANNUAL GENERAL MEETING 24<sup>TH</sup> NOVEMBER 2001**

This will be held at the Holiday Inn Hotel (formerly Forte Posthouse) in Coventry. Signing in will be from 10am and the Morning Seminar, in the main meeting room again this year, will commence at 10.30am. This will be a presentation on Speed Control Line Flying by the UK Speed Control Line Team.

The AGM will start at 1.30pm as usual and will be followed by a presentation, the subject of which will be notified later.

The Dinner and Prizegiving will be held in the evening.

Dinner Tickets will be £21 and the overnight room charges will be £30 for a single room and £50 for a double room (two people sharing), all including full English breakfast. Dinner Tickets and overnight booking forms will be available from the office from the 8<sup>th</sup> October 2001.

### **MENU FOR AGM DINNER 2001**

#### **CREAM OF ONION SOUP FAN OF HONEYDEW MELON WITH FRUITS OF THE FOREST**

TENDER RUMP STEAK TOPPED WITH PATE AND BACON SERVED ON A SHALLOT SAUCE, SERVED WITH A SELECTION OF VEGETABLES AND POTATOES.

#### **LEMON TART ACCOMPANIED BY A DUO OF COULIS. PROFITEROLES**

#### **FRESHLY SERVED COFFEE AND CHOCOLATE MINT CRISP**

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#### **VEGETARIAN CHOICE**

#### **MUSHROOM & BROCOLLI PASTA BAKE SERVED WITH A SIDE SALAD**

#### **OR**

#### **MUSHROOM STROGANOFF & RICE**

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Following the Toasts and short after Dinner speeches the presentation of the Society's Trophies to the current years' winners takes place. It is quite a spectacle to see all the gleaming trophies lined up – if you've never seen it, you don't know what you're missing !!

After the excitement of the Award presentations, we adjourn to the music and dancing of a live group accompanied by a late bar to help things along.

The Free Flight Forum starts at 10am on Sunday morning November 25th, or you could visit the Sports Centre in the hotel, so why not make a weekend of it.

We look forward to seeing you there.

## **BMFA MEMBERSHIP INSURANCE COVER**

A question that is regularly asked of the office staff is “When does insurance cover start when I join the BMFA?”. As with all seemingly simple questions there are always two answers. They are summarised as follows:

### **Membership through an Affiliated Club**

BMFA insurance cover commences from the moment the new member pays the BMFA element of your Club joining fee to your nominated Club official; they do not have to wait for receipt of their BMFA membership card. The most important factor is that you have collected the fee and have formally registered them as a paid up member of your Club. We ask though that you forward their application on to us for processing with the minimum of delay.

### **Country Member**

A Country Member is one who applies directly to Chacksfield House for membership. Here the member is technically insured from the date we receive and process the application; however, they do not receive their membership card until a few days later (postal services permitting).

In addition the BMFA insurer has also agreed to cover the liability (not personal) element for the following classes of other membership.

### **Temporary BMFA Member**

Clubs may offer temporary BMFA membership to visitors to your Club from within the UK, who are not BMFA members but have been invited to use your flying facilities on a temporary basis. A non-refundable fee of £5 is payable for a single period of 30 days. An application is processed in a similar manner to membership through an Affiliated Club, however, Club Secretaries are asked to advise BMFA HQ by letter or fax of the names of temporary members and the period of the temporary membership so that our records can be adjusted accordingly.

### **Overseas Visitors**

Clubs may also offer temporary BMFA membership to visitors from overseas countries provided they are not involved in display or competition flying. In the interest of international relations no charge will be made for this class of membership which again may be offered for a single period of 30 days. Club Secretaries are asked to advise BMFA HQ by letter or fax of the names of overseas visitors and the period of temporary membership so that our records can be adjusted accordingly.

### **First Time Inexperienced Flyer**

Club liability insurance can be extended to cover first time visitors to your Club who have no previous experience of model flying but are seeking to try out model flying prior to joining your Club. However, in this case cover will only be in place when the flights are being personally supervised by a nominated Club member approved by the Club Committee. No charge will be made for this additional cover; however, cover will only be in place for a maximum of 3 days for any one first time flyer. After this initial 3 day period the first time flyer must arrange his/her own third party public liability insurance cover, by joining the BMFA, prior to undertaking any further flying activity at your Club site.