



British Model Flying Association
CLUB BULLETIN

8th February 2002

Issue No: 129

**WHY NOT CHECK OUT THE INFORMATION ON
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 Technical Council Meeting on Saturday 2nd March 2002 at 11.00 am 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. Confirmation of who is voting from those present

3. Correction and adoption of the Minutes of the Technical Council Meeting held on 27th October 2001.
4. Matters/Actions Arising from the 27th October 2001 Technical Council Meeting which are not included elsewhere on this Agenda.
5. To receive the following proposals from the Silent Flight Tech. Committee:
 - a) that Terry Stuckey (89095) be appointed as Team Manager for the 2002 F3J World Championships. (CV Attached).
 - b) that the F3J Team for World Championships 2002 comprise the following members:

Mike Raybone (51420)	Simon Jackson (35686)
Neil Jones (10364)	Tony Vale (100240) Reserve
Roger Knights (57625) Reserve	Chris Bishop (64017) Reserve
 - c) that Colin Seale (084850) be appointed as Team Manager for the 2002 F5B World Championships. (CV attached).
 - d) that the F5B Team for the World Championships 2002 comprise the following members:

George Sherring (26644)	David Dixon (104465)
Mike Seale (060744)	
6. Notification of Agenda item for October Council Meeting each year “To receive nominations for re-presentation of International awards at the AGM Presentation Evening.”
7. To review the set agenda for the first meeting of a Technical Committee each year and recommend any amendments to Full Council.
18. To discuss system of Area Centralised Events – from January 2002 Full Council.
18. To receive a proposal from the Southern Area Committee regarding Free Flight Scale Power flying at the August Nationals event at Barkston Heath. – (Referred from January 2002 Full Council.
18. To discuss funding for Coaching, Training etc. – from October 2001 Technical Council Meeting.
18. Further discussion of the future development of Technical Committees. Deferred from October 2001 Tech. Council Meeting.
12. To receive any reports from Technical Committees.

- 18. To receive any reports from Council, sub-committees or Elected Officers.
- 18. Nationals Update from Co-Ordinator and Technical Committees to include:
 - 18. To discuss any flightline problems
 - 18. Attendance at Nats. Planning Meeting
 - 18. Nationals Results requirements
- 18. To discuss the initial draft of the Terms of Reference for the CIAM Tech. Sub-Committees.
- 18. To discuss the CIAM Agenda
- 18. Any Other Business.
- 18. Date of next meeting.

EVENTS DIARY

INDOOR FLYING AT CRADLEY LEISURE CENTRE HOMER HILL, WEST
MIDLANDS

MARCH – 3 APRIL – 7
MAY – 12 JUNE – 9

FOR INFO RING COLIN SHEPHERD 0121 550 6132
OR
PETE ASHMORE 01384 211197 / EMAIL ashaero@hotmail.com
NO RADIO OR PARK FLYERS

TABLE TOP SALE HOSTED BY BRIGHTLINGSEA MODEL FLYING CLUB
SATURDAY 9TH MARCH 2002
YMCA HALL, BRIGHTLINGSEA, ESSEX 10:00 AM TO 12:00 NOON.
ADMISSION £1, TABLES £3, CONTACT ROY EMENY, 01206 303960

LEA FIELDS MAC SWAP MEET AT PINXTON MINERS WELFARE, PINXTON
SUNDAY 24TH MARCH 2002 AT 10.30 – 2.00PM WITH MIDDAY AUCTION. 20
TABLES AVAILABLE AT £3 EACH. ADM £1/KIDS FREE

CONTACT ERIC PLATTS 01159 447595

THE BRITISH MODEL FLYING ASSOCIATION'S NATIONALLY BASED WORK

Some examples of work in this in no particular order are:

The BMFA obtained exclusive use of the 35MHz band for model flying to prevent other users' interference. Remember the 27MHz days, CB etc?

The BMFA obtained expansion of the 35 MHz band to give clubs greater flexibility.

The BMFA successfully rebutted CAA proposals to restrict all model aircraft to 400ft altitude and a maximum weight of 2 Kg. This actually resulted in the BMFA being granted the status of a delegated self regulatory body, answerable directly to the CAA.

The BMFA negotiated a national agreement with the National Trust for the use of their land for model flying.

The BMFA negotiated a national agreement with the Home Office to prevent local authorities amending bylaws that would affect model flying without consultation.

The BMFA put in place a watertight insurance for model flying that caused all other insurers to attempt to follow. We say attempt as some closely match but they do not fully compare. Incidentally, the SAA, the RAFMAA, the RNMAA and MACI use the same insurance as ourselves which is CCPR approved.

The BMFA is rebutting the revision of Planning Policy Guidance Document 17, The Use of The Countryside for Recreational Purposes, as it is likely to have an adverse affect on airport.

The BMFA is monitoring The Public Access to The Countryside Act to ensure it has no adverse effect on model flying.

The BMFA secured model flying as a sport thereby opening up the opportunity for the use of public land for model flying, club grants and funding, subject to application approval.

The BMFA secured the use of MOD land for model flying, subject to the commanding officers approval.

The BMFA has secured the use of national airspace under the same rights as all other users; i.e. The Air Navigation Order. For example: Following an airmiss between two Tornados and a model aircraft the pilot of the model aircraft was cleared of any blame.

The BMFA secured CANP reporting procedures as detailed on Page 10 of the Handbook.

The BMFA introduced a nationally recognised safety code on which CAP658 is based.

The BMFA introduced nationally recognised training and achievement schemes.

The BMFA introduced a model aircraft building programme for schools.

The BMFA negotiated a national noise code to give the local authorities objective guidance thereby preventing arbitrary closure of flying sites.

The BMFA monitored the impact of EU directives concerning the use of IC engines for non vehicular use.

Please note these are activities which are above those services routinely given to Clubs and members.

All of this costs money and time and the beneficiaries are all model flyers not just BMFA members. Fundamentally, those who do not belong to the BMFA depend on those that do. The majority of model flyers are BMFA members otherwise model flying would not survive as we would not be big enough nor have the resources to be effective.