



British Model Flying Association

CLUB BULLETIN

20th April 2001

Issue No: 121

**WHY NOT CHECK OUT THE INFORMATION ON
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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

There will be a meeting of the Full Council on 12th May 2001 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.

A G E N D A

1. Apologies for Absence.
2. Request for permission to be absent: Martin Dilly FSMAE has requested permission.
3. Correction and adoption of the Minutes of the Full Council Meetings held on 13th January and the 18th February 2001.
4. Matters/Actions Arising from the 13th January and 18th February 2001 meeting which are not included elsewhere on this Agenda.

5. To receive the financial report from the Hon. Treasurer to include progress on the year end accounts.
6. To receive a combined report from the Chairman and the General Secretary.

The General Secretary's Report to include any reports of the following Committees:

- a) Joint Airprox
- b) Central Council for Physical Recreation

7. To receive the following 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.

8. To receive a Report from the Vice Chairman to include a report on the following:
 - a) BMFA Accident Review Body
9. To receive the Hon. Secretary's Report including the following items:
 - a) To receive the Affiliated Club List.
 - b) Specialist Body Application from F3J UK Association
 - c) Specialist Body Application from British Association of Radio Control Soarers.
 - d) To receive the following proposal from the Area Council Chairman that the Area Council Meeting held on 10th February 2001 (through the Meeting Chairman) proposes that a request for funding be agreed for the two day model show held at the Victoria Country Park by the Southern Area on behalf of the BMFA.

The Area Council feel that it is not appropriate that this funding be taken from the Areas contingency fund. It considers the event to be important for both model flying and Council relations and as such £1,250 has been initially funded through the contingency fund. Areas Council request that this amount be refunded from another source.

10. To receive a Report from the PRO
11. To receive Reports or Updates from Technical Committees to cover ALL BMFA Nationals Championships.
12. To receive the Technical Secretary's Report including the following :
 - a) To receive a report from the Computer Committee
13. To receive a proposal from Southern Area that Guidelines for Indoor R/C Flying are promulgated by the BMFA on an urgent basis.

14. To receive a report from the Competition Secretary to include the following proposals:
- a) To receive a proposal from the Control Line Tech. Comm. that Council award £250 to each Junior who had a place on the UK British Control Line Team.
 - b) To receive the following proposals put forward by the RCPT Delegate that Miss Linda Creely (an Australian citizen, FAI No. 41412) be ratified at F3D team mechanic for Bruce Illingworth, for the Australian World Championships.
15. To receive a Report from the Records Officer to include the following:

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: 3rd 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: 1st April 2001
 Altitude: 3480 feet.

Trophy Allocation – Proposal 1

To receive a proposal 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.

Proposal 2

To receive a proposal 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.

Proposal 3

To receive the following proposal put forward by the RCPT Delegate 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.

16. To receive a Report from the FAI Delegate to include acceptance of his report on the recent CIAM Meeting.
17. To receive any reports from the following:
- a) The Royal Aero Club Delegate
 - b) The GASCo Delegate
 - c) Joint Radio Control Users Committee
 - d) Civil Aviation Authority Team
 - e) Education Working Group
 - f) Safety Committee
 - g) Flying Site Protection Officer
18. Any Other Business.
19. Date of next meeting – 22nd September 2001.

Report of the February 2001 Area Council Meeting.

Area Funding.

To discuss the Hon. Treasurer's comprehensive proposal for the allocation of Area Funding which is as follows:

- a) No change should be made for this current year. However, the balance of the contingency should not be automatically distributed. Contingency allocations to be used against costed promotional proposals only, and the balance reserved to be carried forward to the following year.
- b) For the year starting April 1st 2001, assuming the budget of £14,500 is approved, the sum of £7,500 should be allocated among those areas with balances of less than £1,500. The basis of allocation to be in proportion to the number of Clubs as at present. In this way each area should have funds at the start of the year to cover administration and communication.
- c) The balance of Central funding i.e. £14,500 plus the balance of the contingency from 1999/2000, less the £7,500 allocated, to be awarded in response to submitted budgets for promotional expenditure. No budget means No allocation and Areas Council to rank the others and make awards accordingly. Again surplus cash balances should be deducted.
- d) Areas Council to be at liberty to retain some of the promotional fund in (c) above to carry forward to the following year.
- e) The contingency fund as such would be abolished. Genuine contingencies arising in areas to be met by General Funds, but again taking account of the Area's cash balances.
- f) Areas Council to establish the ground rules for each subsequent year at budget time, subject to full Council approval.

1. Summary

The proposed system is designed to achieve the following objectives.

- a) Encourage promotional activity and seek economy in administration costs, (the pro rata allocation should be reduced in future years.)
- b) Mop up the surplus of modeller's money held in area accounts and not being used to promote our sport. Surplus area funds to be used first.
- c) Encourage competitive tendering for promotional funds thus improving all action plans as time goes on.

Southern Area said that although they did not agree with the base figures in the proposal they agreed with the principal of each Area having a base figure and active Areas having the facility to apply for further funding to support their efforts.

Northern Area felt that the current system was reasonable although he felt the base figure should be increased so that everyone was slightly better off. He did not feel it was valid for an Area to complain they could not manage on their funding when they were paying expenses for people to attend their meetings.

Mid West said that he had to travel 320 miles round trip to his meetings and with the present price of fuel he could not absorb these costs. He felt that sufficient funding should be made so that all Areas could cover expenses.

Northern Area agreed that with the present cost of fuel perhaps it was time to look at funding delegates expenses and that the Area funding should be based on this.

The Chairman of the ASRC felt that all Areas were different and that each should submit a budget based on their particular running expenses and then apply to the contingency fund for other funding. However he did not think that the other Areas should be asked to approve further funding for an Area as he felt was difficult for them to be sufficiently detached from their own requirements.

At the moment each Area worked differently and their Meetings cost differing amounts depending on how much the room cost: whether they paid travelling expenses and whether they provided food.

Some Areas had cut their costs to meet the budget now available but other Areas had not been able to cut costs sufficiently, despite cutting down the number of meetings per annum, and each year were having to use part of their reserves.

After further discussions the Chairman of the meeting said the meeting could discuss the issue for evermore and not reach a satisfactory conclusion where every Area would be content. To obtain some facts to work with he offered to send a questionnaire to each Area designed to determine the details of the running costs of that Area.

It would be based on the amount currently received by the Area and how it was spent; the amount they used to receive and how it was spent, and what they would like to receive.

The Chairman asked for written input from the members present or their Areas on any questions they felt should be included. Suggestions should be received by end of March ready for circulation mid April.

The questionnaire would be sent to Area Treasurers and copied to both Area Secretaries and Delegates.

The Vice Chairman said that if it was decided to go back to a Budget System, the proposed Budgets should be monitored carefully to make sure that some Areas did not get more than they realistically needed.

Southern Areas' request for funding.

To receive a proposal from the Southern Area that the Area request that the BMFA make available the sum of £1,250 to help finance the two day Model Show held at the Royal Victoria Country Park near Southampton and organised in association with Hampshire County Council. Southern Area put his case very eloquently to the meeting and explained why he felt this was a very valid event to apply for funding. He felt it was exactly what Areas should be doing to encourage the youth of this Country to get interested in the sport of model flying.

The Development Officer, who had become involved in this Southern Area project, supported his application and pointed out that the Area working closely with their local Council was very important.

The meeting said that they had supported this event for the last three years and felt it was a viable project for funding. What they queried was whether the funding should come from the Contingency Fund.

Generally it was agreed that the funding should be part of the Society PR Budget.

Midland Area said that the funding for the Air Cadet event they held last year came from Full Council and not the Area Contingency and she felt that the same route should be taken for this event.

Mid West proposed that the funding be allocated from the Area Contingency Fund for the time being and be refunded once it was obtained from another source.

The meeting Chairman was tasked to prepare a Proposal to Full Council from this meeting asking for funding for the Southern Area project so that the initial funding from the Area Contingency Fund could be refunded.

Southern Area thanked the meeting for their support.

Area Chief Examiner Ratification.

David Knott (47166) was appointed ACE in Helicopter and Fixed Wing for the South Eastern Area.

Ratification of the members of the Achievement Scheme Review Committee:

Terry Rounce – Chairman	Dick Whitehead
Mike Sun	Des Farthing FSMAE
Chris Bromley FSMAE	Bob Mahoney
Roger Bedford	Robin Gowler FSMAE

Report from the AS Review Committee.

The ASRC Chairman said that following the successful completion of the Silent Flight “A” and “B” Tests originated by Ray Jones, the Silent Flight Thermal Tests put together by BARCS will soon be ready for finalising.

For the moment Helicopter and Fixed Wing Examiners will be helping the few Silent Flight Examiners with these tests, until such time as there are sufficient SF Examiners available to manage without their help.

At the last ASRC meeting it was suggested that Clubs listed their Chief Examiners and Examiners at their AGM each year, this should make sure that all their approved Examiners would be included on their Affiliation Form for ratification.

It was also requested that Examiners and Chief Examiners put in a progress report to their Area Co-ordinators each year.

It was agreed that in future ASRC minutes would be copied to all Chief Examiners.

Education.

Some education enquiries had been received following the Guildford event. The Aberdeen event was scheduled to go ahead again this year. The production of the Darts by the disabled organisation was working satisfactorily.

The Development Officer was looking at introducing a Control Line Model for youngsters but the problem was finding an engine that starts relatively easily at an affordable cost.

SAA Delegate.

Attending for the first time, he thanked everyone for the invitation to attend the Areas Council Meetings and said he had found the meeting interesting.

BMFA News Editor – reported that the 2002 February Edition of the BMFA News will be the 50th edition. Also 2002 will be the 80th year of the service to aeromodelling by the Society, both of which would be cause for celebration.

Minutes of the Special Council Meeting on 18th February 2001. Provisional until confirmed at the next Full Council Meeting.

This meeting is to discuss one item only as agreed at the Full Council Meeting on 13th January 2001 –

687/09/00 TO DISCUSS THE OPTION OF A NEW NATIONAL HEADQUARTERS COMPLEX.

The Chairman opened the meeting and explained that the General Secretary, in consultation with herself, would make a presentation which would cover the history of the subject under discussion today.

The Presentation of the Centre of Excellence Project took the following format:

- **The Development Plans of both 1993 and 1997** were initially prepared for Sports Council Funding and included a Core Expenditure Provision of £60,000 in 1993 and £58,000 in 1997 for a National Flying Site. The expenditure to date on this project was approximately £2,000 plus the cost of today's meeting.
- **The VAT Refund** -The background to the acquisition of this refund was then detailed.
- **The Centre of Excellence project (KI project)** was launched at the June 1997 Council meeting and a Committee set up to carry out a feasibility study as follows: "that the BMFA Council set up a small committee to look into the possibility of purchasing property to accommodate the facilities currently at Chacksfield House with space to expand with a view to providing workshop, archive and museum facilities with an adjacent flying field to allow for at least two flight lines."
- **Feasibility study** – The Chairman, Gen. Sec. and the Hon. Sec. viewed a property which was about the size we would require to accommodate the facilities at Chacksfield House plus a small flying field. They reported back to Council that the purchase of such a property was feasible from our own resources without applying for a grant.
- **Costing Study** – In September 1999 Council approved a study of costing to build a new property purpose built for our use. This was done at no cost – a local Architect provided free advice and the Gen. Sec. drew up the plans.
- **Gen. Sec. presents costing – May 2000** – as follows:

100 acre flying site	Circa £250,000
New Build Headquarters	Circa £650,000 to £750,000
Indoor Flying Hall	Circa £750,000 (Ideal)
- **Council discussed costing – September 2000** – after discussion Council proposed that the Gen. Sec. carry on looking for a Centre of Excellence **WITHOUT A FLYING SITE.**
- **January 2001** – The Gen. Sec. asked Council for guidance as he did not feel that a model flying Centre of Excellence without a flying field made any more sense than a Centre of Excellence for swimming – without a swimming pool.....
- **Council agreed the need for a special meeting to thoroughly discuss the issue and decide on the general policy for the Gen. Sec. to pursue and that meeting was called for today.**

The Gen. Sec. felt that without a flying field very few of our members would feel the need or have reason to visit the new site. Therefore could the cost of acquiring a new site be justified. It was most important that we do not make a mistake.

The meeting was then thrown open to general discussion.

The BMFA News Editor said that the change of direction, ie not to have a flying field, was mainly because it was felt that a new build to include museum, workshop, and flying site was too ambitious for the resources available. The discussion on applying for a Lottery Grant with all that involved financially, and then the likelihood of the application being unsuccessful, and all that implied, had discouraged the meeting. He felt that if the plan was cut down in size to a more reachable level Council would be much happier.

Northern Ireland did not think that the cost of a flying site could be justified, but he did feel that larger premises would be required at some time.

The Records Officer asked if we were seeking to acquire a competition based Centre of Excellence or would it be a flying field where flyers could come to fly.

Free Flight said the subject for today should be whether the administration offices were adequate for the present and whether any changes would be required in the foreseeable future. He felt that the issue was not urgent – in the last ten years membership had increased by 3,000. We needed information in two areas - the likely growth of membership over the next few years and the capacity of the present offices.

Scale thought that Training should be part of the plan as he felt this was very important.

C/L felt that the use of the term Centre of Excellence would be unpopular with members as it would give the idea of exclusivity, however the members would be proud of a new Headquarters and he felt this was urgently needed.

Northern Ireland felt that buying a flying site was unrealistic because of cost, location and the need for proper security and maintenance. Each discipline requires a different specification. It could be more viable to rent pieces of land. New offices was a completely different subject and should not be considered as part of the same plan. A flying site should be in a rural area to offset noise and planning problems and this would present staffing problems if the offices were located to the same place.

The Chairman said that during the discussion it would appear that some members preferred the name of National Headquarters instead of Centre of Excellence and the Flying Site at this point was never intended to be more than a field. So perhaps we should refer to a National Headquarters and a flying field while we are discussing the issues today.

The Hon. Treasurer asked what we should do at club level to encourage the sport flyer who struggles to find constructive help and consequently often gives up. Training should be taken to Club or Area level to encourage these people. He asked what the original objectives were when we deciding we needed a flying site.

The Chairman said that some years ago it was envisaged that Chacksfield House would eventually become too small for our needs and the 'Flying Site' as it was called would encompass all the facilities we would eventually need in one place. It would include a Headquarters, a museum, Workshop, training facilities and a couple of flight lines.

Northern Area said we should also be looking at future running costs of any new headquarters or flying field. The Hon. Treas. said once we were getting near taking the decision to buy a property this would have to be costed, and set against any income we might make. But for the moment we were trying to agree a general policy of future investment. Northern Area agreed with the idea of taking training into the Areas. He also felt that a more modern way of working should be looked at, paper disappearing and archives/records being stored on disc or microfiche along with staff working from home.

The Gen. Sec. said the present building would not be too small if it was used just for the administration. It was providing the facilities for meetings that put too much stress on the building, keeping the conference room clear and providing a room for the catering facilities. He felt the question should be is the building adequate to carry out the Board activities of the Association as well as the administration.

He felt that the administration was developing into a 'call centre' facility for membership services. Members wanted somewhere to ring up if they had a query and it did not matter too much where the call centre was located. If there was to be a new build, the Conference facility would have to make money. It would not be feasible to use it at the weekends only just for Society meetings.

The Tech.Sec. said the concept of a National Flying Site had been around for many years and when the first Forward Plan was prepared for Sports Council Funding it was naturally included.

RC Silent Flight suggested that buying another property locally might be a good investment and solve the problem of shortage of storage space.

The Gen. Sec. again said that the Administration was rapidly becoming a call centre and as such had sufficient room, however he felt that the Conference facility was inadequate, not enough room or adequate facilities.

Scale said that Council could meet in a local hotel so that the Conference room could be given over to office storage. However, the Chairman, who had experienced meetings in Hotels, did not think this would be satisfactory.

The Gen. Sec. said if Council were happy to continue to meet in the present room we could carry on for the next two or three years, making a few improvements and finding somewhere locally for extra storage. What we should be doing as an organisation is looking to what we shall need in five years time. It's not today's problem, but tomorrow's problems we are looking at. The Gen. Sec. felt that Council was the important part of the Headquarters, the heart of the organisation – the call centre could be anywhere.

London Area felt that a Flying Field where people could come to be coached or to take part in a flying session would be very popular with the members, and terms like Excellence should be gloried in not abhorred. He felt we needed an Internal Public Relations Officer to put the case forward for the furtherance of model flying.

The Chairman had found the original paper she had written on 17th April 1997. It was headed "Investment in the Future of the BMFA and model flying" and she thought that was what we were here for today, and that hopefully we could start again after lunch at this point.

Control Line felt that the break in communication came when the appointed Committee reported back to Council on the property they had found and which we would be able to afford from our own resources, – which somehow went to the idea of spending up to a million pounds on a new build through applying for a Lottery Grant. He felt there was a lot to be said for buying what was within our power for the time being, make it habitable, and then build other facilities on our own land if and when we decided they were necessary.

The Hon. Treas. felt that if the administration was working well, we should not break up a good team. He thought it was essential to have good conference facilities but that we should rent these rather than build one and then have to go into that business in order to cover the costs. There were good facilities around that we could use for our meetings. So we should be asking ourselves what else do we need to do to develop the Sport – is it providing a central point or is it supporting Areas or disciplines in a positive way to improve the excellence in those areas and make it a more stimulating sport for our members. The Hon. Treas. felt we should be debating the best way to use what money we have to develop the Sport in the most positive way and ignore the question of whether the Head Office is big enough.

RNMAA said that we may be able to find an airfield that we could share with another like minded organisation. He felt that perhaps we should buy a facility for the call-centre that would increase in value more than the property we have at present. For the moment we could rent any Conference facilities we need. He felt we should be looking for a bigger Headquarters with room for further expansion.

North West said, like the cycling which had improved so much since they built the Manchester Velodrome, we need a place to belong with a flying site not far away.

North Eastern Area thought that parking at Chacksfield House could soon become illegal and he felt that at the moment we are just stagnating. We should have more vision – we could stay the way we are for years, but we would just be servicing aeromodelling not pushing it forward the way we should be doing.

The Hon. Sec. said we should look into sharing a site with another organisation.

The Chairman summed up the important points as follows:

- We needed an Internal PRO.
- People going out into the Areas for training purposes.
- To look to the future of model flying and to promote it.
- Promote Free Flight, Space, Rocketry and every other discipline.
- Consider all these points.

She said until the Gen. Sec. gets instructions from Council he can do nothing, we must determine the way we want model flying to go. We are planning for our Grandchildren, for the future, not for today and tomorrow. Once we have decided, we should then proceed with the planning.

Four proposals had been tabled and the Chairman said they would all be read out before any voting took place. The meeting could have a free vote on all proposals if they wished.

The Gen. Sec. reminded everyone that today we were looking for general principles only which must be costed out before any positive action could be taken. Therefore it was a good idea to have more than one way forward.

Proposal 1.

The Hon. Treasurer proposed that we retain the existing administration building but seek conference facilities elsewhere. The Gen. Sec. should seek partnership with another body to use an existing airfield. Further, we should create Centres of Excellence covering all disciplines. Finally, we should allocate funding to assist Regions or Clubs to ensure high quality training and development of the sport.

Seconded by Scale TC

Voting: For: 12
 Ags: 9
 Abs: 2

Carried by a majority vote.

Proposal 2.

Midland Area proposed that we buy a suite for a Centre of Excellence to include buildings for a headquarters complex and a flying field. To look at farms and reclaimed land.

Seconded North East Area

Voting: For: 8
 Ags: 11
 Abs: 4

Defeated by a majority vote.

Proposal 3.

The Hon. Sec. proposed that we look into the possibility of 'site sharing' for an office complex preferably on or very near to a flying field.

Seconded by Control Line.

Voting: For: 10
 Ags: 8
 Abs: 3

Carried by a majority vote.

Proposal 4.

Silent Flight Tech. Comm. proposed that a piece of land is purchased to build the future of model flying on.

Seconded by RAFMAA

Voting:: For: 9
 Ags: 12
 Abs: 2

Defeated by a majority vote.

The Gen. Sec. said the two successful proposals can be looked at and costed out separately, however it was possible that they could work together, by leaving the Membership Services where they were, and moving the Council and Conference and possibly flying requirements elsewhere, using a shared site with another organisation, if the opportunity arose.

It was now important to instruct the General Secretary on the specification he would be looking for – and the Gen. Sec. went back to his presentation.

Location: Birmingham/Stoke on Trent/Nottingham/Derby/Grantham/Northampton and all areas in between.

Flying Site Requirement: If it were possible it would be advantageous to have a flying facility – ie if we shared a site with another like minded group who either did not fly or flew nothing larger than our own models.

Membership Services: It was not necessary to move the Membership Services – but retain an option for flexibility.

Council/Conference Requirements: This would be the new Headquarters.

Catering: This may be required – depending on the final location.

Car Parking: This would definitely be required – number of places depending on envisaged usage of site.

Museum Requirements: Important in the long term – but not an immediate requirement.

Workshop Requirements: If there is a flying site, there may be a need for a Workshop with facilities for showering.

Security/ Janitor Requirement: On a shared site this would be a shared arrangement.

Overnight Accommodation Requirements: Local pubs/Travel Lodges or B&B's could be used – possibly organise a facility for overnight caravans.

The Chairman proposed that the above specification for the General Secretary to work within be accepted.

Seconded by the PRO

Carried unanimously.

It was agreed that the Chairman and the General Secretary would prepare a statement to inform the membership of the results of today's meeting. This would be published on the front page of the next issue of the BMFA News.

A report would also appear in the next Club Bulletin.

Scale said he had been responsible for this meeting being called and he wished to thank Council for giving such deep thought and care to the discussion today, and to the Chairman for organising the meeting in such a way to give everyone the chance and the time to speak. He felt because of this the meeting had arrived at a successful conclusion and it had been time very well spent and he thanked Council for giving up their time to attend.

Report of the 3rd March 2001 Technical Council Meeting.

Circulation of Minutes.

After a short discussion the meeting agreed that a wider distribution of Council minutes within the Technical Committees was essential and it was therefore requested that Full Council Minutes should be copied to the Tech. Committee Secretary in addition to the Tech. Committee Chairman. The Tech. Sec. would look at the mailing lists and arrange this with the Office Manager.

On the subject of wider access by more of the members on Agendas and Council Meeting reports, it was reported that although Club Bulletins are published on the Website, there may be some delay as updates were only done once a month. The Tech. Sec. hoped to put in place a subsidiary website we can update on a text only basis, this could be linked to the Website and updated as required.

World Air Games .

The Tech. Sec. reported that the FAI had decided it would not be practical to run Aeromodelling Championships as part of the WAG.

Transceivers.

The Chairman reminded Tech. Committees that 12 hand held transceivers were now available for use by Committees for Championships or events. Apply to the Office Manager to get on the list.

Silent Flight said they would be applying for the use of some of them for their National Championships in August.

McGregor Club 20 Pylon trophy.

The Records Officer confirmed that the above trophy was not awarded in 2000.

Appointment of Team Manager.

Jo Halman (67756) was appointed Team Manager for the 2001 Control Line European Championships.

To discuss the future development of Technical Committees.

The Chairman of the meeting said this discussion document was a result of what he perceived was an increasing concern amongst Full Council members about the situations that Technical Committees regularly seem to find themselves in. The subject of re-organisation has been discussed for some time

now and the document presented is partly the result of the discussions held at the October Technical Council meeting. He said that the members of Tech. Comms. were elected by a small section of the member clubs, who in many cases voted for a person because they had heard the name before, and not because they thought the person would do a good job on the committee.

Sometimes people were voted onto a committee and were not prepared to work, but wished to be on a committee to carry out their own agenda.

Indoor felt this could not be rectified until every individual member had a right to vote, when perhaps they would be inclined to vote for someone they knew would help their own discipline.

It was suggested that a declaration of willingness to work be included on the Technical Committee application form.

The Chairman said that it was clear from the discussions that some of the Committees were not aware of their true position in the Society i.e. as sub-committees of Full Council and hence responsible to that Council. They are not responsible to the membership, even though the current voting procedure might indicate that they were.

Control Line had not had a chance to discuss this subject in depth at their Committee Meetings and therefore felt they could not voice an opinion. This was repeated by other Committees present.

The Chairman summed up the discussion so far with the following points -

- The initial reaction around the table had been "Lets not change anything, it's all working".
- After various problems had been highlighted he now felt that there was a general agreement that more thought should be given to the subject before it was discounted.

It was finally agreed that as the operation of each Technical Committee varied tremendously the best course of action was for each Committee to hold discussions and give views on the selection and running of their particular Technical Committee to include, amongst other things -

- Deciding how many members the Committee required to run effectively.
- Making a file of running procedures adopted for their particular committee.
- Suggesting answers for the problems some of the Tech. Committees were experiencing.

This item would be further discussed at the Technical Council in October once the views of all Technical Committees were available.

To discuss funding for Coaching, Training, Performance and Excellence.

This item had been put forward by Martin Dilly Fellow, who was not present. It was agreed by the meeting that when a Fellow put forward an item for discussion at a Council Meeting, he/she should attend that meeting.

The Chairman explained that Martin Dilly FSMAE as Free Flight Team Manager used a part of Salisbury Plain for training potential Team Members.

With this experience he was asking Technical Council to request the BMFA Executive include provision for Coaching and Training in the new forward plan that is being formulated and also to allocate a realistic sum under the new development plan for Training purposes.

It was agreed that there should be a request for some commitment for funding of Coaching and Training in the Forward Plan.

With regard to current and near future funding, no conclusions were reached and the consensus was that no recommendations should be made at this time.

Silent Flight TC Report.

It had been decided to use Spittalgate again for this years' Silent Flight Nationals. The arrangements for the running of the F3J league had been discussed and the Committee looked forward to a successful and co-operative year.

Indoor TC Report.

At least three events will be run at the Velodrome this Summer, and a full programme will be run at Cardington, with the normal restriction on numbers, but this had not been a problem so far. The contest fees would be the same as last year.

Indoor advised the meeting that, as Chairman of the Safety Committee, Andy Ellison, was organising a group of interested parties to look into aspects of Indoor R/C Safety.

R/C Power TC Report.

The Club 20 Association has changed its name to the Club 2000 Association.

The F3D UK Team Manager had considerable problems getting a full team because of the expense of travelling to Australia. They had not been able to find a Mechanic prepared to go and as the FAI says a Mechanic must be included for a full team they had engaged the services of an Australian, Linda Creely, to carry out this work. This is within the rules.

The Competition Secretary agreed to the ratification of Linda Creely as a bone-fide member of the UK Team under rule 5.2.1 in the RCP Rule Book under Pylon rules. He asked RCPT to put a proposal to Full Council in May to confirm the ratification.

Scale TC Report.

Scale noted that a paper on Jet Operations Safety had been presented to the RCPT on behalf of the JMA. He pointed out that JMA were assigned to the Scale Tech. Comm. not the RCPT, and they feel that paper should have been presented through Scale. The Tech. Sec. said that if this paper was intended to be presented as a BMFA document it should be seen by the Scale Tech. Comm. before it progressed further.

FAI Delegate's Report.

The FAI Delegate reported that the Failsafe draft letter sent to Sandy Pimenoff last August, for CIAM to sign and send to major RC equipment manufacturers throughout the world had been edited and returned. Sandy felt that the letter should stick to the two or three points discussed at CIAM and not contain further additions and he advised that because the letter was being sent all over the world to people who may not be so conversant with the English language it should be worded in simple terms. This letter was being rewritten by the Development Officer and the FAI Delegate hoped to take it to the Plenary Meeting at the end of this month.

The FAI Delegate was surprised to notice that no reference had been made in the CIAM Agenda to the safety issues of Glider Towing. All FAI Delegates had been circulated with a copy of the Club Bulletin issue which had dealt with this problem and he was aware that French and Belgium had amended their Safety rules on gliding.

PRO's Report.

The PRO again asked for photographs of all disciplines that he could enlarge to use on the various BMFA stands. He required clear photographs of a normal size which would be kept safe and returned once the enlargements had been made. He was particularly looking for photographs of Control Line and Silent Flight.

Records Officer.

The Records Officer had given all disciplines a list of the trophies where winners need to be determined after annual competition/leagues etc. Both Control Line and Silent Flight Tech. Committees, who had experienced difficulties last year now had these in hand.

C/L asked for the logic behind the allocation or re-allocation of Trophies. The Chairman replied that Full Council strictly reserve the right to accept them in the first place and then to allocate or re-allocate them as necessary. The trophies are all recorded as part of the assets of the Society and control of these assets (currently around £80,000 of Trophies) is a business matter.

Consequently, any additions to the trophy list or changes in allocation between events are reliant on a proposal to Full Council being accepted and passed.

Tech. Sec. – JRCUC Meeting.

At the JRCUC meeting add-on failsafes to PPM sets were discussed and investigations were going ahead with the intention of producing a list of recommended ones.

Annual Review with the CAA.

A most productive meeting was held with the CAA, with the BMFA being tasked with amending CAP 658. This is being done and it is anticipated that a first draft will be with the CAA within the next month or so. No serious changes are seen to be required but there is work to be done tidying it up and getting rid of some anomalies.

Rule Books are now finished and on their way to Tech. Committees and the Comp. Sec. for checking.

Report on the 2001 Nationals Planning Meeting.

Airfield Engineering Works - The Chairman said that we had been notified that Barkston were planning to re-lay the third runway during 2001. They would not start the work until after the Free Flight Nationals and would not be working over the August Bank Holiday, so that the August Nationals can be held. However somewhere on the airfield there will be a compound holding all their equipment, so when we arrive for the Nationals on the Thursday, the compound may be in a position that necessitates us moving the flightlines slightly. This would affect Combat and Funfly lines only. However the very latest news is that there is a possibility that the contract for re-laying may not start this year.

If necessary a meeting will be arranged at Barkston on the Wednesday prior to the Nationals to make the final arrangements. The contractors will be attending the main meeting between the Gen. Sec. Nats. Co-ordinator, Huntings and RAF Cranwell. If there is to be a contractor's holding compound, we must try to arrange for controlled access for retrieval purposes.

At the Technical Council Meeting the previous day there had been a discussion about any layout changes that might be necessary if there was a compound, and there was no problem with any of the Flightlines. The Airfield Plan will be provisionally unchanged from last year.

There will be a new main Airfield Gate entrance from Ermine Street near to the Day Gate but we will not be using it and it will be coned off.

Airfield Access days and times were then announced:

Depending on the meeting with Hunting Aviation we can anticipate being on the Airfield on the Friday:

Organisers - from lunchtime Thursday on the South end of the Airfield but positively no day access (caravans or people) north of the road running through the campsite (except for possible use of the hangar toilet block).

General Campsite/campgate - access may be possible on Friday afternoon on the South end of the campsite, as in previous years. However, in all publications it should be declared that Caravan access may be possible from 3pm onwards.

The field area used last year for queuing vehicles would be kept free in case it was needed as a buffer zone again this year.

The lower field of the Campsite, which is used as a holding zone, would be marked out with spray paint, to show two fire lanes, so that the caravan lanes can be seen and moved into once the initial rush was over.

If we cannot get onto the Airfield until 5.30pm again this year we will know the day before. At least nine marshals will be needed to control the flow of vehicles and to marshal the caravans into pre-planned areas.

There was a possibility that both entrance gates to the Campsite could be used but this would mean splitting gate staff to two locations. Earlier low-key manning of the main campgate would be preferable.

We will be erecting a temporary barrier (stakes and rope) from the front of the Hangar to the ATC building.

Noisy Area – The Campsite Co-ordinator will set up a ‘noisy’ area towards the end of the field, signs would be erected and details would be contained in the Campsite notes. This should mean that families who wished to rest could do so in peace.

Set up - as usual, unless we are notified we can only be sure of clearance to set up from 5.30 on Friday

Breakdown - we must plan, at this time, to be off the operational part of the Airfield by 8am on Tuesday morning leaving the airfield totally clear and clean.

Transmitter Checking - The transmitter checking will probably be carried out in the porta cabins as last year.

Daygate and Campsite Charges:

Gate Fees for Spectators:

Adults		£ 5.00
OAP's & Children		£ 3.00
3 day passes		£10.00
2 day passes		£ 8.00
3 day passes	prebooked	£ 9.00
2 day passes	“	£ 6.50
1 day pass	“	£ 3.50
1 day pass children/OAP's	“	£ 2.00
4 in car		£15.00
5 in car		£18.00

Camping Fees 3 days

Competitor	£10.00
Non Competitor (prebooked)	£16.00
Non Competitor	£18.00
Children 10-15	£ 8.00
Camping Fees 2 days	
Non Competitor (prebooked)	£11.00
Non Competitor	£12.00
Children 10-15	£ 5.50
Camping 1 day	
Non Competitor (prebooked)	£ 6.00
Non Competitor	£ 7.00
Children 10-15	£ 3.00

No provision of showers was possible for the following reasons:

- **No mains drainage on the Airfield.**
- **None of the three cesspits could cope with a shower unit.**
- **No water pressure available.**

Day Gate morning opening time to be adjusted to 7 am. This would allow competitors to get their transmitters checked before an 8 am competition start.

Speeding - The same high profile would be kept up this year. The speeding restriction notices on the back of the stickers would still be used.

The Nats. Entry form - would be in the May BMFA News and the write-up in the July edition. Jim Andrews would be composing the write up for the for the July edition. Any disciplines with input should contact Jim Andrews.

Press – The BMFA News Editor would be assisted in taking the photographs by Stuart Lodge this year. Press badges should be worn and they will then be allowed on all flight lines.

Nationals Stand - The Nationals stand would be manned by Eileen Hosker, Sue Reeves and Helen Taylor with Pam Belshaw and Helen manning the Office section and hopefully with Colin Watson to take care of the generator, Computers and Simulator.

Swapmeet - David Lloyd-Jones would be organising this event again, it would take place in the hanger as last year.

Marshals were needed to control car parking. They must be briefed on the parking areas to be used.

It was agreed that any transmitters up for sale should be immobilised with the crystals removed and no aerials should be raised.

Venue of the Swapmeet to be shown on the programme map.

Flightline Controller – Wayne Pendleton was the new Flightline Controller. He would be helped and guided this year by the retiring Controller, Des Farthing FSMAE.

Des Farthing said that last year the flight lines worked well together and he congratulated them.

Safety – Les Eagle had agreed to act as the new Safety Officer this year.

All Officials should wear name badges.

No mobiles phones to be used on the Flightlines.

“No Smoking” and “No Mobile Phones” signs to be erected in the Pits area.

Every Flightline must operate a transmitter pound and actively control the issue and return of transmitters. A nominated person must ALWAYS be in charge of this pound. Once C.D's are appointed the office will write to inform them of this responsibility.

The only caravans allowed on the Airfield are Scale (commentator) and Heli (CD). Airshow (commentator) will be by arrangement.

Transmitter Checking - The testing times would be the same as last year including the checking for the Airshow line, unless notified.

Passes to be provided again for day competitors to get through the Camp Gate on Friday night for frequency checking.

There was a possibility that transmitter checking would be carried out for some Silent Flight Pilots, if so they will be issued with the same special passes that are issued on Friday night. The transmitter checking for Silent Flight was being looked into.

Airshow Line pilots must take their peg when they go for frequency checking during flying hours and proof of payment/entry must be given.

Flightlines - Airshow - Steve Ogden will be the overall CD of the Airshow Line this year and the jet side of the flightline will have their own CD and organisation.

The transmitter tent will be a shared facility.

Tom Wilkinson will be the Flight Line Marshal again and the rest of the team is organised.

There would be a completely new layout this year along with radical organisational changes.

Absolutely no camping/caravans/tents on the Airshow Line other than possibly the commentator, by arrangement.

PA for the Airshow Line - The Hastings Club's tender has been accepted for this year's commentary.

Any other Flightline problems were discussed at the Technical Council Meeting held yesterday.

Results and Prizegivings - This year the Award Certificates will be presented to all podium winners. Either the Chairman or the Vice Chairman will present the prizes/certificates.

After Hours R/C Flying - **Because of safety reasons and a potential noise problem with late flying, the Airshow Line and all R/C flying must finish at 6 pm.**

35 MHz flying – there is no after hours flying in this frequency.

Evening Free Flight - This flying must be closely marshalled for safety reasons. Allan Weighell will take overall responsibility with Alan Cantwell and the Oldham Club helping.

15 Luminous Day-Glo Bibs to be ordered and 20 separate Safety Official Badges to be produced by the Office for the Marshals.

A separate Trimming Area, a Free Flight Flying Area, and a car parking area will be designated.

Dangerous and irresponsible flying will be stopped. Absolutely no R/C flying will be allowed in the Free Flight area.

Full details about evening flying rules will be included in the write up on the Nationals in the July BMFA News by Jim Andrews.

Flexwing – There will be no organised Flexwing Flying.

Hangar Flying – Free Flight and R/C – this will be in slots - R/C 15 minutes in the hour – all R/C flyers must be B Cert. holders, transmitters must have been checked at Tx Control, alternatively they will be checked by a monitor and proof of insurance must be shown, before flying. No IC or electric motors over 400 size will be allowed.

Membership checking – The Office were reminded to check carefully that all Nationals competitors were BMFA members or were members of other bona fide organisations (RAFMAA, RNMAA, MACI, SAA). Any found not to be so to be referred to the Competition Secretary.

Lost Property – It was agreed that lost property should be handed in at either the Transmitter Control or the BMFA Stand, but that anything of value should be locked in the Treasurers safe.

CONTEST UPDATES

DON'T MISS SANDOWN 2/3 JUNE 2001
IT'S STILL ON!!

PFA NATIONAL RALLY AT CRANFIELD, SCHEDULED FOR
FIRST WEEKEND JULY, HAS BEEN CANCELLED DUE TO F&M

NOTIFICATION OF CHANGE OF DATE

UNIVERSITY PAYLOAD CHALLENGE AT RAF SCAMPTON
NOW TAKING PLACE ON SUNDAY 3RD JUNE 2001
ANYBODY WISHING TO HELP PLEASE CONTACT DAVID
KERSWELL – 01653 692580
EMAIL kersw@n-abmfa.demon.co.uk