



British Model Flying Association
CLUB BULLETIN

7th February 2003

Issue No: 137

**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

TO ALL TECHNICAL COUNCIL MEMBERS:

There will be a Technical Council Meeting on Saturday 1st March 2003 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.

A G E N D A

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 26th October 2002.
4. Matters/Actions Arising from the 26th October 2002 Technical Council Meeting which are not included elsewhere on this Agenda.
5. To review the set agenda for the first meeting of a Technical Committee each year.
6. To appoint the current year representative to the Awards Committee.
7. To receive any reports from Technical Committees. (Preferably in writing and not concerning Agenda Items.)
8. To receive any reports from Council, sub-committees or Elected Officers.
9. Nationals Update from Co-ordinator and Technical Committees to include:
 - a) To discuss any flightline problems
 - b) Attendance at Nats. Planning Meeting
 - c) Nationals Results requirements
10. To discuss the CIAM Agenda (**PLEASE MAKE SURE YOU BRING YOUR CIAM AGENDA WITH YOU**).
11. Any Other Business.
 Note: Items for Any Other Business must be handed to the Chairman of the Meeting IN WRITING before the meeting commences. This will be strictly enforced. Any questions to be asked under A.O.B. should be previously advised to the Chief Executive.
12. To receive the date of next meeting – 25th October 2003.

Linda Harding
 Office Manager
 4th February 2003
 Circulation:

Authorised to attend:
 The Chairman of the Meeting - Tech. Sec.
 The Vice Chairman of the Meeting - Comp. Sec.
 FAI Delegate
 Records Officer
 All individual members of each Tech. Committee
 One representative of GBRCAA
 One representative of BMPRA
 One representative of AHA
 One representative of BWA
 One representative of VTRSIG
 One representative of BEFA
 One representative of JMA
 One representative IMAC

Copies to:
 All Elected Officers
 All Area Chairmen
 All Area Secretaries
 All Area Delegates
 Fellows (Selected)
 Club Bulletin
 Roger Bellingham
 Office Manager
 Chief Executive
 Development Officer

One representative of GTBA
One representative of BSMA
One representative of UKRA
One representation of BARCS
One representative of F3JUK
One representative of C/L Speed Committee
One representative of Combat Flyers Association
One representative of CLAPA

Note – Those having voting rights are the Chairman and Vice Chairman of the meeting, the FAI Delegate, Records Officer and two members from each of the six Technical Committees.

Report of the Full Council Meeting held on 21st September 2002.

Financial Report

Year End Accounts – In the absence of the Hon. Treas. the Chief Executive presented the accounts to Council. The surplus for last year amounted to £54,089 due mostly to the extra members that had joined. After adding to the reserves as agreed by Council the surplus amounted to £32,500.

Receipt and approval of the draft budget for presentation to the AGM and recommendation of the membership fees for the year 2003.

Based on a predicted membership of 34,500 by the end of 2004 it was recommended that an increase to Membership Fees of £1 for all memberships be applied. This would cover an increase for both the Public Liability and Personal Accident Insurances, which would take place this year. The increase, if approved by the AGM, would mean membership fees for 2003 would amount to:

| | | | |
|----------------|-----|---------------|-----|
| Senior | £23 | Junior | £13 |
| Family Partner | £13 | Family Junior | £ 9 |

Award Nominations

Roger Bedford and Mike Woodhouse were recommended for a Fellowship Award and this was subsequently endorsed by the AGM.

Certificate of Merit Awards –

John Godden, nominated by FFTC

Dennis Davitt, nominated by FFTC

Stuart Shorthouse, nominated by Allan Weighell FSMAE

Arthur Mullett Trophy –

Graham Kennedy

Ray Malmstrom Award –

David Baker

RAeC Prince of Wales Cup –
UK F2A (C/L Speed) Team were put forward for this Award.

RAeC Silver Medal –
Peter McDermott FSMAE was put forward for this Award.

Chairman and Chief Exec Report

Chairman - Since the last meeting the Chairman had been working on the Nationals. It had been three days of work, which had been completely new to him – it had been very satisfying. All the local dignitaries – Mayors, Chief Executives and Chairmen of local Councils had visited Barkston Heath. We also had a visit from Group Captain Cunningham from Cranwell and his reactions to what we were achieving was most gratifying.

The following weekend the Chairman supported the RAFMAA Championships and since then has supported the Norwich Club's Battle of Britain Fly-in. Whilst on holiday in Canada he had attended the Scale World Championships.

The Chairman was sorry to inform Council of the tragic death of Doug McHard who collapsed and died at the RAFMAA Championships two weeks ago. He will be very sadly missed.

Chief Executive

Membership stands at 34,222, which compares with 31,803 this time last year and the Clubs at 717, last year this was 654.

Denise Bailey is going back to part time working and we have a new member of staff to job share with her, she is Julie Coe and is Helen Taylor's elder sister.

PPG 17 – We had commented on the first draft of this document, which we did not agree with – the second draft has now been issued with no further consultation. We do know that aviation is still not mentioned.

28-day rule – It has been decided that there will be no change to this planning guidance rule.

EASA – European Aviation Safety Agency – are now going to control everything to do with aircraft maintenance etc. The EU have already issued directives in the setting up of EASA; however, providing any unmanned air-vehicle does not exceed 70 kilos it will not be under the control of EASA. There are currently 10 – 12 models over 70 kilos flying in this country. In the future a person plans to build a model aircraft weighing over 70 kilos it is likely it will have to be built under full EASA regulation. The Royal Aero Club have decided that a paper should be written to put the case for airports to EASA so they do not over regulate. The Chief Executive has been working on behalf of model flying with this group from the RAeC. Once finalised the paper will be passed to Europe Air Sports who will formally present the paper to EASA.

CASC – Community Amateur Sport's Clubs – tax relief to voluntary sports clubs. A letter has been sent to all our Clubs explaining the likely application of the new arrangements.

CPSU - Child Protection in Sport Units – Mike Goldby has produced our policy document, which now needs implementation plans incorporated. After a presentation from Mike at the

Executive Council this was discussed and decided that a sub-committee to Council should now be set up as soon as possible to continue with this work. This course of action has been recommended by the CPSU.

Council Meeting Dates for the year 2003 –

1st Full - 11th January 2003
2nd Full - 10th May 2003
3rd Full - 29th September 2003

1st Areas - 8th February 2003
2nd Areas - 14th June 2003
3rd Areas - 4th October 2003

1st Technical - 1st March 2003
2nd Technical - 25th October 2003

The Precedent List

The Hon. Sec. proposed that the following be held in the Precedent List:

World and European Championship Team Managers and Assistant Team Managers shall receive a grant towards expenses and funding of entry fees, accommodation and travel costs as funds permit.

World Championship Team Members and World and European Championship Junior Team Members shall receive a grant towards entry fees and accommodation as funds permit.

Council will set, in the budget presented annually to the AGM, the amount available for team support in the following financial year but this provision will remain entirely at the discretion of Council.

This proposal supersedes all previous Council decisions and precedents concerned with the funding of International Team Managers, Assistant Team Managers and Team Members.

Seconded by Tech. Sec.

Voting: For: 22
Ags: 0
Abs: 1

Carried by a majority vote.

Records Officer's Report

The following British Records were successfully ratified –

Name: Malcolm Ross/Brian Turner – BMFA No: 50551/74266
Class: C/L F2C Heat – Team Racing 100 laps.
Site: Oakington. Date: 16th June 2002
Duration: 3 minutes 10.4 seconds.

Name: Phil Steventon - BMFA No: 021979
Class: R/C Thermal Soaring Glider
Site: Fish Meadow, Upton on Severn. Date: 12th May 2002
Duration: 48 minutes 00 seconds.

Name: Paul Eisner (57093)
Class: Control Line Class 3 Open 15.
Site: RAF Barkston Heath. Date: 24.08.02
Speed of Flight: 10.78 – 207.52 MPH 101.02%.

Name: Richard Miles (70015)
Class: Control Line Class 6 speed. Formula 40
Ste: RAF Barkston Heath Date: 24.08.02
Speed of flight: 12.31 – 181.80 MPH 101.18%.

Report on Areas Council Meeting held on 5th October 2002.

Matters arising, 15th June 2002 Areas Council Meeting - Page 5 – Guidance notes in the Handbook to cover what to do in the case of an emergency – The Chief Exec. said that Clubs would be encouraged to telephone the Office within 24 hours of an accident/incident whether the authorities have been called or not. If the office is not manned at the time, the ansaphone will accept a message which will be passed on to the appropriate person as soon as possible. If the authorities are called they have their own means of contacting the correct people within our organisation.

Area Chief Examiner Appointments

Nigel Taylor (BMFA No: 048426) Examiner No: 993, was appointed an Area Chief Examiner (Power Fixed Wing) for the Midland Area.

Mr Gilbert Smith (BMFA No: S61778) Examiner No: 991 was appointed an Area Chief Examiner (Power Fixed Wing) for the Midland Area.

Report from Achievement Scheme Controllers

Silent Flight –The Silent Flight Controller reported a significant increase in “A” and “B” Certificate passes so far this year. This may be due at least in part to BARCS involvement with the Achievement Scheme.

The date for the Chief Examiners Meeting has been arranged for 22nd March 2003. The Area Co-ordinators will also be invited this year.

Silent Flight Log Book

This was to introduce a new Silent Flight Log Book which would cover all aspects of Silent Flight and possibly to add Power and Helicopter Achievements. The appearance of this Achievement Scheme Log Book would be based on the Pilot’s Log Book already in existence. Certificates would still be issued and the grades would still appear on the Membership card. The showing of the Achievement Scheme Log Book would however be proof of the present level of Achievement of the pilot concerned.

BMFA Website

The Chief Executive introduced Neil James who briefed delegates on the BMFA Website and the facilities that are available to help Council and Council Sub-committees to get

information round to the people you are trying to reach. During lunchtime there was a demonstration of how the Website works, with a Question and Answer session after lunch.

Achievement Scheme Review Committee

The Tech. Sec was monitoring the CAA Website regularly and CAP658 was not yet available.

The Tech. Sec. advised the meeting that the ASRC had published a new booklet "Guidance Notes for Instructors", it will be modified as we gain experience through its use. It is aimed more at the new Instructor rather than the experienced ones. The booklet will work with the "Up and Away". It will be available on the Website within a week or so and is available on request free of charge from the Office.

Report from Chief Executive

PPG 17, 28 day rule, EASA, CASC, CPSU – as detailed in Report from Full Council Meeting 11th January 2003, later in this Bulletin.

Education Report

Mike Colling informed the meeting that his contract with the company he works for will soon expire. He then intends to promote Sky-Hi Products on a full time basis and attend more education events. Total production of kits to date is around 102,000.

Any Other Business

Northern Area raised a query about 'Guidance Notes for Instructors' book on the last page headed "with the frequency peg on the board and any comments on checking the receiver system" to which Tech Sec responded to say he did say he expected it to be modified in the very near future.

Report on Technical Council Meeting held on 26th October 2002.

Nationals financing and distribution of Nationals Surpluses.

Chairman of the meeting commented that the Nationals reserve was previously mentioned but to reiterate, either this year or next we may be approaching the reserve figure. He went on to explain that the distribution of Nationals surpluses is operated in accordance with a Nationals Finance Plan which incorporates items previously raised at this meeting regarding dinner tickets, tentage, etc. The plan has been in operation for about 10 years and is probably due for review. This is probably a job for the Nationals co-ordinator and Comp Sec. He personally would not be in favour of surpluses going back into general funds.

A point was made by Indoor that the reserve fund target should be subject to an annual review.

Control Line asked for a breakdown on overall radio control finances at the Nationals. The Chairman explained that there is not an overall figure as they manage their own individual flightlines, i.e. Pylon, Fun Fly, Helicopter etc.

The Chairman asked Silent Flight if there was any way they could raise the profile and income of their event as it does seem to be a little low key. Silent Flight responded by comparing it to other 2 and 3 day gliding events and said that at the Nats they rely totally on

entries to make the income and these will be reviewed this year because some entry fees are very low.

For comparison the Chairman asked Indoor to confirm how much their entry fees were. Indoor said they charged £10 for site entry fee which covered competition costs and gas supply charges.

Various ideas were discussed about how to make the S/F event more viable, which will hopefully help Silent Flight in their future deliberations.

The Chairman concluded that he and the Comp Sec need to review the Financial Plan before March, to discuss any changes required at the Tech Council Meeting in March. This is a Council document therefore any changes will then need to be put to a Council Meeting for ratification.

Future development of Technical Committees

The Chairman said that some aspects of this had already been covered under previous discussions with regard to varying numbers on tech committees. No other ideas had come forward about how Tech Committees might change.

The electoral situation of the Committees is no worse now than it was 15 years ago as we still have half of the Committees with no elections. We should be trying to encourage people to put their names forward.

The relevant wording in the Council Handbook was questioned and discussed. It was decided that although ambiguous, for the time being, the number of six should remain the status quo and the Chairman and Comp Sec would speak to Council to seek clarification for next year on the points raised.

Silent Flight raised the point that only two members from the same club could be elected to a Tech Committee but it is possible that four or five members from a specialist body, which effectively is a club/group, could be elected. This resulted in a long discussion which reached no firm conclusions.

The Chairman summarised by saying that we need the specialist bodies because there is not unlimited manpower and expertise available to run events and that the specialist bodies do a very good job in general. However, the relationship between the specialist bodies and BMFA must be one of mutual respect so that a good working relationship can exist.

Funding for Coaching, Training etc.

The Chairman notified the meeting that if Tech Committees wanted to run coaching or training events in the coming year, especially for teams, they should submit a reasonably costed plan direct to the Treasurer. He referred them to the budget which is being presented to the AGM, which listed a significant increase for International Teams. If a legitimate and justified application were put to the Treasurer there is a reasonable chance that some funding would be given.

**The following Rule Changes were successfully ratified.
From the Silent Flight Technical Committee:**

For clarification the Chairman explained that a) in the following proposal refers to F3F rules for an attempt and b) is part of the section covering cancellation of flight.

Proposal for rule amendment, class F3F.

(a) 5.F.5

d) The model fails to pass above a horizontal plane, level with base A., within five seconds of exiting the course, due to circumstances beyond the control of the pilot, duly witnessed by the official judges.

(b) 5.F.6.

h) the model fails to pass above a horizontal plane, level with base A, within five seconds of exiting the course.

Silent Flight explained that this proposal was brought about after certain instances highlighted at the Viking Race but, because of time restrictions it had to be submitted for inclusion on the agenda before their next committee meeting. At the meeting it was discussed properly and decided the wording required a change to the following:

d) The model (i.e. the centre of gravity) fails to pass above a horizontal plane, level with base A., within five seconds of exiting the course, due to circumstances beyond the control of the pilot, duly witnessed by the official judges.

After much deliberation regarding the clarity of these proposals, it was decided to accept the proposals in principle subject to clarification from F3F personnel and the Silent Flight Tech. committee, for the rules to be re-written by the FAI Delegate in the spirit of what is accepted now. These need to be received by Tech. Sec. by Friday 8th November to meet the deadline for submitting to CIAM.

From the Control Line Technical Committee:

PROPOSAL: Half a Metre

That the FAI Sporting Code Section 4, Sub-Section 4.3 Class F2C – Team Racing Model Aircraft para 4.3.9 (k) be amended to read **“If the mechanic steps into the flight circle with both feet down in the circle to retrieve his model.”**

PROPOSAL: Inner Circle

That the FAI Sporting Code Section 4, Sub-Section 4.3 Class F2C – Team Racing Model Aircraft para 4.3.2 be amended to read **“A team racing site must consist of three concentric circles which shall be marked on the ground.”**

and

that the FAI Sporting Code Section 4, Sub-Section 4.3. Class F2C – Team Racing Model Aircraft para 4.3.2 has an additional paragraph (c) **“Circle at 2m radius, and known as the inner circle, shall be marked with a broken line in a contrasting colour.”**

PROPOSAL: Team Classification

Change Rule 4.3.10 (f) second paragraph to read:

All teams not participating in the finals will be classified according to their best time in any single eliminating race. Classification of any team that retired from any race, or exceeded the official time limit for any race but was not disqualified, shall be ranked according to the number of laps completed.

and

Change Rule 4.3.11 to read:

International team classification is established by adding the best time achieved by each of the individual teams in the eliminating races. A junior team's best time may be considered as one of the times. The team with the lowest combined time is ranked first etc with complete three-team teams ahead of two-team teams which in turn are ranked ahead of single team entries.

That all the safety rules and organiser guides which were in the Supplement to Sections 4a, 4b, 4c, 4d and 4e of the January 1997 edition of the CIAM Sporting Code, *including "the General organisation of a World Championship"*, which was omitted from the 2001 edition of the CIAM Sporting Code, now be included in CIAM Volume ABR, Section 4 or in an appropriate place in the rules.

That the sentence in B.5.1. "That the advice in the organisers' Guides be followed" is deleted and replaced by the following: "NACS organising such contests should ensure that those responsible for planning the event are cognizant with the CIAM documents "General Organisation of a World Championship", the relevant Safety Guides and other Organisers' and Judges' Guides, and that the guidance contained therein is followed".

Events for the FAI International Calendar –

Event: Stonehenge Cup

Class: F1A, B, C

Event: Canterbury Cup

Class: Space Models

Event: Interglide 2003

Class: F3J

Any Other Business

Site Sharing - Scale raised the point that with sites being ever more difficult to find it might be prudent for committees to liaise when booking sites and, if appropriate, discuss the possibility of other disciplines using the site simultaneously and share the costs.

This idea was well received and various options were discussed.

Control Line suggested it might be an idea, when committees are putting their calendars together that they list the suitability for other disciplines on specific sites and disseminate this information to everyone. The Chairman said he looked forward to a little more co-operation in the future and reminded the meeting that a new Comp. Sec. will soon be in post.

Report on Full Council Meeting held on 11th January 2003.

Appointment of Council

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

Chairman's Report

Reported a very successful first year of office. He congratulated everyone involved for the organisation and smooth running of the 2002 AGM. He attended the BMAC finals and thanked the Development Officer and Roger Bedford FSMAE for their efforts in making it a very successful event.

The Chairman reported that since the last meeting a trailer had been purchased for general use on behalf of the Society. This had been agreed at Executive level.

Chief Executive's Report

Update on the Nationals – As a result of intervention from our President Sir Michael Alcock, a specification document has been prepared by the Tech. Sec., with some assistance from the Chief Exec. and forwarded to Headquarters Strike Command Air Plans. The Executive Officer at the headquarters confirmed that a letter was to be sent to all Station Commanders with a view to finding one who would be willing to host the Nationals on his/her unit.

Care of Children – We had a very good response to an advert in BMFA News and we now have five experts who will form a sub-group, chaired by Mike Goldby, Development Officer. The group's main task will be to look over the policy document which Mike Goldby has written and to produce an Implementation Plan.

Illegal use of 35MHz – The problem with 'bait boats' may still exist, despite the efforts of the UKRCC in conjunction with the Radio Communications Agency and Trading Standards, in shutting down a company called Nottingham Bait Boats about 2 years ago. The Chief Exec. has been in contact with the Angling community and subsequent to an interview with 'Angling Times', they are now aware that there may still be a few bait boats around that may still be operating on 35 MHz and they have just published an article on the subject. We are also publishing an article in BMFA News and the modelling magazines, so with combined efforts this problem should soon be eradicated.

Another new fad which has recently given us cause for concern regarding frequencies is micro cars. The UKRCC has been in discussion with the Radio Communications Agency and Trading Standards. In the aim of protecting our frequencies, members were asked to be vigilant and if they had any information concerning suppliers/importers of these cars they should contact the BMFA so that we can continue to progress our concerns with the RCA and Trading Standards. Ultimately this problem can only be conquered if they are provided with as much information as possible.

International Teams for the year 2003.

All teams listed on the Agenda for this meeting were ratified. In addition all teams listed on the addendum to the Agenda were ratified.

2003 Contest Fees

| | | |
|-----------------|----------------------|-----|
| BMPPRA | Entry Fees F3D | £15 |
| Nationals Entry | £18(all disciplines) | |

| | | |
|---------------|--------------------|-----|
| GBRCAA | Centralised | £16 |
| | Standard/Sportsman | £10 |
| | Senior | £14 |

| | | | |
|--------------|--------------------|-------|-----------------------------|
| | Master/FAI | £16 | |
| | Nationals | £25 | |
| AHA | F3C members | £10 | |
| | Non Members | £15 | |
| | Sportsman Members | £7.50 | |
| | Non Members | £10 | |
| | Nationals | | |
| | FAI F3C | £30 | |
| | Sportsman | £20 | |
| IMAC | One Day | £8 | |
| | Two Day | £12 | |
| | National Entry Fee | £25 | |
| SCALE | R/C | £12 | |
| | C/L | £10 | |
| | F/F | £5 | |
| | Indoor | £7 | |
| | Season Ticket | £60 | |
| | Team Trials | £15 | (Juniors 50% of above fees) |
| | Nationals | | |
| | Scale R/C | £23 | |
| | C/L | £14 | |
| | F/F | £13 | |
| | Indoor | £7 | |
| | | | (Juniors 50% of above fees) |

| | | | |
|----------------------|-----------|--------|--------|
| SILENT FLIGHT | | Senior | Junior |
| | F3J | £8 | £4 |
| | F3B | £7 | £3.50 |
| | F5B | £7 | £3.50 |
| | F3F | £6 | £3 |
| | 60" Pylon | £3 | £1.50 |

Season Ticket

| | |
|----------------------|-----------------------------|
| F3J | £28 for 4 single day events |
| F3B | £30 for 5 single day events |
| F5B | £35 for 6 single day events |
| Juniors ½ normal fee | |

| | |
|--------------------|--|
| FREE FLIGHT | 1 day events – 1 st entry £5, subsequent entries £3, Juniors free. (Decentralised meetings 1 st entry £3 plus Area charge for site) |
| | 2 day events – 1 st entry £10, subsequent entries £6, Juniors free. |
| | Season Ticket £60 |

| INDOOR | Senior | Junior |
|----------------------|---------------|---------------|
| Cardington | £10 | £10 |
| Manchester Velodrome | £7 | £7 |

| | | |
|---------------------|---|----------------------------------|
| CONTROL LINE | Single event | £15 |
| | Team Selection event | £15 Seniors, ½ price for Juniors |
| | Nationals | |
| | £15 for 1 st event, £10 for subsequent events, ½ price for Juniors | |

National Championships

Free Flight – National Championship venue and date still to be confirmed, however planning is going ahead and will be similar to 2002. (*Subsequently confirmed as RAF Barkston Heath- 3rd, 4th & 5th May*)

Scale – Indoor Scale Nats. 27th April at Nottingham University Sports Centre. Depending on the outcome of the August Nationals, they have provisionally decided to hold a ‘Mini Scale Nats’ over two days.

Control Line – have a full calendar for the year, sharing a lot of venues with speed and free flight.

R/C Power – GBRCAA have advised that they will not be running the Aerobatic line at the Nationals. As it now falls within RCPTC remit they will begin planning at their next meeting. Les Knot has advised he will be unable to take on the position of overall CD for F3D this year.

Silent Flight – They have been offered a couple of options for Silent Flight Nats. but will not be making a decision until they know the outcome of the Power Nats.

Indoor – Planning for the Nationals in the hangar at Cardington over the August Bank Holiday.

Ratified British Records

Name: Stuart Lodge BMFA No: 079141

Class: FAI Category S9D –Gyrocopter Duration

Site: Ruma (Yugoslavia)

Date: 29thSeptember 2002

Duration: 1 minute 33 seconds

Name: Laurie Barr FSMAE BMFA No: 006553

Class: F1L

Site: Brand, Germany Date: 15th September 2002

Duration: 28 minutes 16 seconds

Name: Phil Ball BMFA No: 057180

Class: Open Rubber

Site: RAF North Luffenham Date:1stSeptember 2002

Duration: 88 minutes 36 seconds

Name: Richard Miles BMFA No: 070015
Class: C/L Speed Class 6
Site: RAF Barkston Heath Date: 24th August 2002
Speed: 181.80 MPH

Name: Paul Eisner BMFA No: 057093
Class: C/L Open Class3
Site: RAF Barkston Hth Date: 24th August 2002
Speed: 207.52 MPH

Name: Nick Aikman BMFA No: 115898
Class: F1D Indoor
Site: Brand, Germany Date: 15th September 2002
Duration: 36 minutes 32 seconds

BMFA Safety Review Committee

One issue being looked into is welded tags on batteries but as yet there is no outcome. Information has been received from a reliable source that welded tags should not be used as they come adrift very easily. A safer mode is using braiding to solder directly to the Nicads.

UK Radio Control Council (formerly JRCUC)

UKRCC have provided us with some new monitoring equipment which will be an invaluable aid in radio interference investigations. We are putting together a team of Area investigators, experts in the field of radio investigation, who will use this equipment at club sites. At present this scheme is being completely funded by UKRCC.

SPECIAL ANNOUNCEMENT

FREE FLIGHT NATIONALS 2003

Change of date to 3rd, 4th and 5th May.

The BMFA have been advised that Barkston Heath will not be available on the Spring Bank holiday at the end of May. The alternative dates for Barkston presented to the BMFA at short notice were a three day event at the May Day Bank Holiday, or a probable two day weekend in early August.

The 2003 Free Flight Nationals will be organised for 3rd, 4th and 5th May 2003.

The FFTC regrets any inconvenience that this will cause, and especially for those who have organised other events on these dates.

Full details will be included in the next issue of BMFA News.

****** IMPORTANT NOTICE TO CLUBS ******

Peter Valentine, Honorary Treasurer, has been told by a Bank that Clubs could open interest bearing current accounts paying at 3% at present. This is much more than many other banks are paying and no fees or charges would be made at the sort of activity levels most clubs experience.

If you wish to get more information and/or an application pack please contact Peter through the office.

TEAM SUPPORTERS

**Potential Supporters
2003 CL European Championships,
Rouille, France**

Contact the Team Manager, Jo Halman (tel no: 01582-424398) ASAP to get your name on the list but in any event no later than 30th March. There is a limited number of rooms available in the Team Hotel.

CLUB DIARY / EVENTS

BROMYARD MODEL FLYING CLUB will be host to a special guest, Ian Richardson World Jet Champion. He will be showing and talking about his models on Friday May 9th at 7.30pm at Bromyard Leisure Centre, Herefordshire. Visitors are welcome to attend. For more details contact Alan Davies, Chairman – email alanpenny@ukonline.co.uk or telephone 01886 821278.

BADMAC SWAP MEETING

30th March 2003-02-04

Hosted by Beverley and District Model Aircraft Club at Beverley Memorial Hall, Beverley, East Yorkshire.

Doors open 9am to 12pm, refreshments available.

Trade and Table bookings available at £5 per table, entrance fee is £1.00 per adult, children free. All proceeds to club funds.

For further information and booking contact Ian Turner on 01652 635536.

INDOOR R/C FLY-IN – BMFA NORTHERN AREA - **NEW VENUE******

BROOKSBANK SCHOOL, VICTORIA ROAD, ELLAND (J24 M62, BLACKLEY NEW ROAD 1 mile, right into Victoria Rd, right into Linden Rd.)

SATURDAYS 2 to 6pm OCT 5th, NOV 2nd, DEC 7th, JAN 11th, FEB 1st, MAR 1st

PROOF OF BMFA INSURANCE ESSENTIAL

Pilots £5, Spectators £1 – Free Parking.

For Details 01924 515595, j.thompson3@ntlworld.com

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. 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 airports.

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.