



British Model Flying Association
CLUB BULLETIN

24th May 2002

Issue No: 131

**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**

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.

(T/A British Model Flying Association)

TO ALL AREAS COUNCIL MEMBERS:

There will be an Areas Council Meeting on 15th June 2002 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. Request for Permission to be Absent.
3. Correction and adoption of the Minutes of the Areas Meeting held on 9th February 2002.
4. Matters/Actions Arising from the 9th February 2002 Meeting which are not included elsewhere on this Agenda.
5. To receive a proposal from Midland Area that Kevin Crellin, BMFA No: SO85551, currently Power Fixed Wing and Helicopter Examiner for Mid West Area be upgraded to Chief Examiner in both categories for the Midland Area.
6. To receive a proposal from Midland Area that Peter Hubbard, (No: S13454) be appointed to the post of Chief Examiner (Midland Area) for the discipline of Silent Flight.
7. To receive a proposal from Midland Area that Nigel Taylor (BMFA No: 048426) Examiner No: 993, be appointed to the post of Chief Examiner (Power Fixed Wing) for the Midland Area.
8. To receive a proposal from the Midland Area that Mr Gilbert Smith (BMFA No: S61778) be appointed to the post of Chief Examiner (Power Fixed Wing) for the Midland Area.
9. To receive a proposal from the Midland Area that Colin Prior (BMFA No: 59284), Examiner No: 403, be appointed Chief Examiner (Fixed Wing Power) for the Midland Area.
10. To receive reports from the Achievement Scheme Co-ordinators:
 - a) Power
 - b) Silent Flight
11. To receive updates on the Nationals.
12. To receive a proposal from the Southern Area that when Areas elect/propose new Area Chief Examiners at Area Meetings, it is required that there is at least a 2/3rds majority of those attending the meeting in favour of the proposed candidate.
13. To further discuss Area Funding.
14. To approve the adoption of the Treasurer's Guide.

15. To receive any reports from the following sub-committees:
 - a) Achievement Scheme Review Committee
 - b) Education Report
 - c) BMAC Report
16. To receive reports from Area Committees.
17. To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.
18. Any Other Business.
19. To confirm date of next Areas Council Meeting.

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Report of the Areas Council Meeting held on the 9th February 2002.

Scrapping of the Open Forum – Answering a question from the Mid West Area, the Tech. Sec. said that the content of the Forum had moderated and settled down well and he no longer saw a problem with it.

Power – Flying Certificates – The Chairman of the ASRV said this matter had been discussed at their meeting and it had been agreed that if a student of one of these schools gained an “A” Certificate but his Club felt he was not flying to an acceptable standard it was up to the Club to resolve the situation. It should be borne in mind that the majority of the Examiners employed by the Schools were BMFA Examiners. The Tech. Sec. observed that after an intensive course of training to get their “A” Certificate, some students were not able to retain the momentum after a subsequent break from flying.

Area Funding – At the last meeting most Areas had been in agreement with staying with the present system of funding. The Areas were tasked at that meeting with preparing a listing of costs required to run their Area. However the information they needed to accomplish this, which comprised a list of required duties as detailed in the Areas Constitution had been put together by Northern Area and sent to the Chairman, but had not been forwarded to all Areas. Those Areas who had not received the information were tabled with copies.

It was clear that a few Areas could not manage on the resources presently available and some changes in funding would be necessary.

Midland Area said before we could look at helping these particular Areas, costing must be carried out to define exactly what duties Areas are obliged to carry out in order to fulfil their obligations to their Clubs according to the Areas Constitution. If these costings were impossible to meet perhaps the Constitution should be changed to bring it into line with modern thinking and finances.

It was decided therefore that the initial task would be to cost out the requirements laid down by the Constitution.

Northern Area Chairman volunteered to design a pro-forma to collect Areas estimated costs according to the Areas Constitution. Country members would be left out of the equation for the time being as it would be too expensive to determine which Areas they lived in. The pro-forma would include a column for actual costs.

Midland Area proposed a Vote of Thanks to Dave Kerswell FSMAE, the Northern Area Chairman for all the work he had done and was going to do on this matter. Council thanked Dave warmly for all his help.

Appointment of Chief Examiners

Jeff Barrington 083911 Helicopter Chief Examiner for South West Area.

Phil George 052747 Helicopter Chief Examiner for the South West Area.

Stuart Keeble 013788 Helicopter Chief Examiner for the Northern Area.

Neil Gill 62977 Fixed Wing Chief Examiner for the East Anglian Area.

Martin Briggs 64478 Helicopter Chief Examiner for the Mid West Area.

Presentation to the outgoing Chairman – the Southern Area Chairman read a letter from Kath Watson FSMAE to the Areas thanking them for the gifts presented on the occasion of her retirement at the 2001 AGM.

He thanked the Areas for their support to enable this to be accomplished.

Report of the Technical Council Meeting held on the 2nd March 2002.

Records Rule Book - the content of the Records Rule Book has now been forwarded to the Webmaster for inclusion on the website. It was suggested that a viewable listing of the actual records would be appropriate on the website, not just a downloadable version of the whole book. This would be considered.

There were various anomalies in the present BMFA Record Book and the Tech. Sec. and Records Officer would correct these.

Trophies - On the subject of acceptance of trophies by Council, the Records Officer urged that Tech. Committees involve him at an early stage, in any discussions regarding Trophies that might eventually be presented to Council for acceptance.

Control Line were compiling guidelines for their Technical Committee to provide continuity when members change. The Chairman of the meeting asked for sight of this when it was completed.

Ratification of Team Manager and Team members – for the F3J 2002 World Championships.

Team Manager – Terry Stuckey 89095

Team Members - Mike Raybone (51420)

Simon Jackson (35686)

Neil Jones (10364)

Tony Vale (100240) Reserve
Roger Knights (57625) Reserve
Chris Bishop (64017) Reserve

For the 2002 F5B World Championships -

Team Manager - Colin Seale 084850

Team Members - George Sherring (26644)
David Dixon (104465)
Mike Seale (060744)

Agenda Item for October Tech. Council, "To receive nominations for re-presentation of International Awards at the AGM Presentation Evening" - This was to allow a selection of International Award re-presentations to be made in the event of a very successful year, otherwise the Presentations would overrun the allotted time.

It was confirmed that dinner tickets for any re-presentation of International Awards was funded by the Awards Committee but only where recipients are not the recipients of any other National or Contest Award.

Any nominations for re-presentation of International Awards must be received by the October Technical Council Meeting in order to be considered for inclusion at the AGM Presentation Evening.

Area Centralised Events - To clarify how Free Flight Centralised events are financed – The system is that the Technical Committee have a Technical Committee entry fee of £3 specifically for the competition which is passed to the F/F Technical Committee. On top of that the Area makes a surcharge to cover the cost of hiring the site. It is the Area's responsibility to make sure that the site surcharge is enough to cover the cost of the licence.

Report of Nationals Planning Meeting held on 20th April 2002.

The Chairman announced that we have been given permission to use Barkston Heath for our August Nationals 2002. We understand that the proposed runway resurfacing has not yet started. The line huts have been taken out and as yet we do not know what facilities are available so it is difficult at this time to finalise the planning of the event as far as structural requirements are concerned. The Chief Executive and the Nats Co-ordinator will be attending a meeting at Barkston Heath as soon as possible to finalise the details.

There were no flightline changes, however with the line huts no longer existing we will have to look at possible changes to the siting of Transmitter Control which may have to be housed in a porta-cabin.

General Campsite/campgate - access from 5pm on Friday on the South end of the campsite. In all publications it should be declared that Caravan access would be allowed from 5pm. Queuing would not be allowed outside the Campsite and anyone arriving early would have to be moved on. This instruction would include Traders.

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 again, 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.

We will be erecting a temporary barrier again (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.

Camping Passes – Must be named in all cases.

Camping Passes for C.D’s will be sent individually to a named Official only and not sent ‘en bloc’ as in previous years.

Daygate and Campsite Charges:

Gate Fees for Spectators:

Adults		£ 6.00
OAP’s & Children		£ 3.00
3 day passes		£12.00
2 day passes		£10 .00
3 day passes	prebooked	£10.00
2 day passes	“	£ 8.00
1 day pass	“	£ 4.00
1 day pass children/OAP’s	“	£ 2.00
4 in car		£18.00
5 in car		£22.00

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

It was agreed that, if we have to hand the airfield back first thing Tuesday morning, anyone staying over Monday night would be resited to the South part of the campsite and subject to a £5 fee which would be refunded if they helped with clearing the site on Tuesday morning.

It was also agreed that a weekend fee of £18 per person would be charged at the campgate on Friday regardless of how many nights they intend to stay. If they leave early the difference will be refunded. On Saturday a fee of £12 will be charged.

A water bowser would be used for the toilets on the North side of the airfield to ensure a constant water supply.

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

Last year people were not allowed entrance if they did not have a pass and the same thing will happen this year. **Please make sure that all Traders, Craft exhibitors and Airshow Line pilots have the proper passes.**

Officials, helpers and C.D camping passes – would be yellow and sent individually to the person named. Therefore Technical Committees would have to supply a list of names to which these passes could be sent. These lists will not be needed all at once so, to avoid last minute rushes, C.Ds must be told to inform the office as and when they have names.

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.

Junior Indoor Flying Workshop – Allan Weighell asked that the Monday Dart Flying Workshop be advertised in the BMFA News and any other advertising would be very welcome. The PRO would include the Workshop on the Poster.

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 July edition. Any disciplines with input should contact Jim Andrews.

Webpage – David Lloyd Jones would arrange to set up a specific Nationals website and the Nationals advert, poster and Jim Andrew's write up appearing in the BMFA News would go on immediately. The Website would be linked to the main BMFA site.

BMFA Stand - It was decided that, as the line hut complex has been removed, the BMFA tent would need be the focus of an information area and so needed to be in a more prominent position on the trade area. It was agreed that it would swap places with the tea/day bar. This should give an advantage to the tea/day bar too as it would be on the main walkthrough from the scale line to trade and passing trade should increase.

Swapmeet - David Lloyd-Jones would be organising this event again, it would probably take place in the hanger as last year. 60 tables required as last year. They will be held in a secure shed until they are needed.

A proper Car Park must be set up with Marshals to control car parking. This will be on the grass area to the East of the Hangar. Marshals must be briefed on the parking areas to be used. Helpers will be given a free day entry ticket.

The holding area will be the grass area outside the north of the Hangar which will be roped off.

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.

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 CD'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.

Pedestrian access and exit routes to and from the inside of the Hangar must be kept clear.

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.

Transmitter checking would be carried out for some Silent Flight Pilots again, and they will be issued with the same special passes that are issued on Friday night.

Any pilot going to have a transmitter checked after official testing hours must take the appropriate peg from their line CD.

Flightlines - Airshow - Steve Ogden will be the overall CD of the Airshow Line again 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. The changes implemented last year worked very well and apart from the inclusion of IMAC on Sunday morning will remain unchanged for this year. The Airshow line will close at 6 pm Saturday and Sunday and about 4 pm Monday.

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

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.

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.

Allan Weighell will provide a leaflet to be sent out from the Office with camping information – it will contain information about both the Evening Freeflight and the Hangar 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.

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



BAE SYSTEMS MODEL AIRCRAFT CHALLENGE

The BAE Systems Model Aircraft Challenge will take place at RAF Cosford, near Wolverhampton on Saturday 30 November 2002.

If you know a youth group or school that wishes to enter and have a great day out, then contact Mike Goldby, BMFA Development Officer at Chacksfield House for details. If you don't why not find one?

HAVERFORDWEST MODEL SHOW

INCORPORATING

**D.B. SPORT & SCALE
WEEKEND**

**SCOLTON MANOR COUNTRY
PARK**

**20th & 21st JULY
FUN FOR ALL THE
FAMILY**

**COMMENTARY BY
D.B.SOUND**

GATES OPEN 10.0am
CHILDREN AND SENIOR CITIZENS
£1.50 ADULTS £2.50

MORE DIARY DATES

TIMPERLEY FLYERS OPEN

SATURDAY 24th AUGUST 2002

AT RAF NORTH LUFFENHAM

FREE FLIGHT COMPETITIONS

Open –Rubber Open-Glider Open-Vintage

Coupe-d’Hiver Combined-Power

0900am start. No rounds. Trophies & Prizes

Gate fee to cover airfield cost.

BMFA rules apply where not specified. BOM applies.

Timperley, CHD, and Open-Rubber League events

Contacts:

Dave Clarkson 0161 477 7647

Gerry Ferer 0161 928 4955

All welcome. Flyers must be BMFA members

HAYES & DISTRICT MAC ROYAL JUBILEE ELECTRIC FLY-IN

Date: Sunday 2nd June 2002

Venue: Cranford Country Park, Hayes, Middx

Times: Pilots’ Briefing 10am, ends 6pm

Frequencies – Full 35MHz band – Even Frequencies only!

Events: Fly-for-fun plus informal Scale, Vintage and Last Down comps
Possibly a Pico-Jet Plyon Race!

Attractions: A Traders’ “village” is planned. Bring the family to enjoy the
Beautiful woodlands, river and adventure playground

Facilities: Toilets (incl.disabled) and refreshments available in the park.

Further details from Dave Chinery 020 8573-4687 or DavidDchinery@aol.com

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.

