



British Model Flying Association
CLUB BULLETIN

10th February 2006

Issue No: 161

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SECRETARY PLEASE NOTE**

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CALENDAR" IS AVAILABLE FROM CHACKSFIELD HOUSE ON RECEIPT OF A
STAMPED ADDRESSED ENVELOPE**

TO ALL TECHNICAL COUNCIL MEMBERS

There will be a Meeting of the Technical Council on Saturday 4th March 2006 at 11.00am which is to be held at: Chacksfield House, 31 St Andrew's Road, Leicester LE2 8RE. Tel: 0116-2440028 Fax: 0116-2440645.

AGENDA

1. Apologies for Absence.
2. Confirmation of who is voting from those present.
3. Correction and adoption of the Minutes of the Technical Council Meeting held on 22nd October 2005.
4. Matters/Actions Arising from the 22nd October 2005 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) 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.
12. To receive the date of next meeting – **21st October 2006**.



Report of the Full Council Meeting held on 17th September 2005

Financial Report

Year End Accounts – The Annual Accounts were accepted unanimously. A vote of thanks was given to the Accounts Manager.

Hon Treasurer commended the Draft Budget for presentation to the AGM and recommendation to the AGM of an increase of £2 on Senior Membership Fees and £1 on Junior Membership fees for 2006. This was carried unanimously.

Associate Body fee – Hon Treasurer proposed the fee remains at £40 which was carried unanimously.

Award Nominations

The following nominations were accepted:

Honorary Membership – John French

Certificate of Merit Awards –

Michael Welch

Wal Cordwell

John Dickens

John Barker

Mike Stuart

Arthur Mullett Trophy – Charlie Newman

Ray Malmstrom Award – John Oliver

Henry J Award – Daniel Billam

RAeC Presidents Rolex Trophy – Daniel Billam

RAeC Bronze – Bob Bailey

RAeC Certificate of Merit – Mrs Jo Halman

FAI Antonov Diploma – Bernard Hunt

Control Line questioned why there were no Fellowships recommended. Vice-Chair advised that the Awards Committee work strictly to the Terms of Reference laid down for the Awards. If no Fellowships were recommended it would have been because the nominations did not meet the terms. Tech Sec concurred this would be the reason no Fellowships were recommended.

Vice-Chair commented that it does not reflect on the nominee if they are not recommended for the Award they have been nominated for. He feels each Award is of equal merit. Tech Sec concurred and also added that it does not reflect on the standard of the nomination/citation. It would have been a joint decision by the Committee if no Fellowships were put forward for recommendation.

Some issues were raised concerning the presentation of the Awards Committee nominations. It is somewhat misleading because in some cases the Committee had recommended a nominee for a different Award than originally proposed. It was also felt that the citations should not be circulated.

It was pointed out that the procedure for Awards recommendations used to be different. The Awards Committee would submit the nominations they had received to Council, who would then decide which Award the candidate should receive.

Chairman was witness to a debacle at a Council Meeting he attended as a visitor prior to taking up office, whilst deliberating Awards nominations under the old procedure.

As a result of this he decided he would not let this happen whilst he was in office and submitted a proposition to Council to recommend the reorganisation of the Awards Committee. New Terms of Reference were drawn up, which he wrote and Council agreed at that time.

The new Terms of Reference included distribution of the citations. Most of the work carried out within the Society is kept open and transparent however he believes in this instance some form of confidentiality should prevail.

He proposed to Council that he would present to January Full Council a re-write of the Terms of Reference. They will receive a copy with the Agenda, which will allow time to review it.

Chairman and Chief Exec Report

CEO – Reported on the R/C, Control Line, Scale Nationals in August. A representative from the CAA attended on the Sunday for an inspection. They have provided a report on their findings, which is very positive. There were only two minor observations; parking around the hangar on Sunday morning and people present on the flight line at showline who were not flying. The overall assessment was that the organisation of the event was to a high standard and all the flying was to a very good standard.

Two representatives from Royal Sun Alliance also attended the Nationals and both left with a very positive view of the event. It could be a coincidence however but during the last couple of weeks there has been a flurry of activity from our Insurers in settling some fairly longstanding claims, the total of which is in excess of £100,000.

A new Air Navigation Order has been released and has been in place since the end of August. The only real difference to us is that the numbering of the articles has changed. 63 now becomes 73, 64 now becomes 74 and 87 now becomes 98. There is a link on the web, which he will provide to anyone who would like it. Northern Ireland suggested putting a notice of the link in BMFA News.

Free Flight expressed dissatisfaction concerning a recent incident at Barkston Heath at a Free Flight contest, during which some Grantham R/C Club members, who hold an annual licence to fly their, also flew. FFTC Chair subsequently received an aggressive and abusive email from the Chairman of Grantham Club citing safety issues. There is also a derogatory comment in the Grantham Club magazine.

A meeting is imminent between FFTC Chairman and the Grantham Club Chairman and hopefully the matter will be resolved. The main issue is one discipline objecting to another discipline flying. The issues that have arisen can be overcome by better communication between the parties involved and hopefully this will be the way it will be from now on.

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.

Discussion on website publication of Agenda and Minutes.

The following proposal was carried by a majority vote:

To include on the website Agendas of Full, Area, Tech Council and reports of those meetings, plus AGM paperwork.

Comp Sec Report

Comp Sec congratulated the following teams on their success in 2005 international competitions:

F1A Team comprising John Carter, Mike Fantham, Bill Colledge – Team Bronze.

Scale European Championships Team comprising Peter McDermott, Mike Reeves, Alex Kennedy – Team Gold.

Peter McDermott - Individual Silver.

Mick Reeves - Individual Bronze.

C/L European Championships

Combat Team comprising Mike Whillance, Mervyn Jones, Dave Riley, Ben Johnson, pitmen Peter Grange, Graham Ives – Team Gold. Mike Whillance -Individual Gold. Mervyn Jones - Individual Bronze.

Speed Team comprising Peter Halman, Paul Eisner, Dick McGladdery – Team Gold. Peter Halman - Individual Gold. Paul Eisner- Individual Bronze.

Comp Sec reported that Space-Com is moving along nicely. They held the very first BMFA Space National competition, which was run very well.

There was a majority vote in favour of FAI Licence fees remaining at £10 and £5 for replacement book.

Chris Bromley FSMAE was appointed 2006 R/C, C/L & Scale Nationals Co-ordinator.

Tech Sec Report

R/C, C/L & Scale Nationals was very good. He thanked everyone involved in the running of it. It is almost impossible to pick out names to mention and he has never done it in the past but feels this year some people do deserve a mention. These were Roger Bedford, Wayne Pendleton, Gordon Warburton, John French.

Northern Ireland suggested a thank you to Allan Weighell and Tom Madison who spent all weekend organising and manning the indoor flying. Chairman duly thanked them.

We made a good profit again this year. As always there were some problems we were made aware of, but nothing that cannot be solved. The showers were a great success and we will continue with them, although they are quite expensive. Lessons have been learnt on a few things, which will be done differently next time.

Tech Sec said that there were less people paying on the day through the gate, but more people pre-booked. Campsite was well up on previous years. We introduced a returnable levy system this year for anyone who wanted to get on the campsite in the evenings, which worked very well.

There were 69 Traders. BMFA News Editor commented that having spoken to some of the Traders, they were all very happy and one of them had to re-stock after Saturday as they had sold out. Chairman advised that he made time to go round and speak to all of the Traders and thank them for being there. He took the Development Officer with him to meet them. We had just short of 300 competitors, which is very slightly down on previous years.

Reports from disciplines on the 2005 R/C, C/L & Scale Nationals

R/C Power - He had received two reports one from GBRCAA and one from Helicopter. GBRCAA and IMAC alternated on the main line this year, which he thought worked well but is not too sure they feel the same. It might require some ironing out for next year. Helicopter had six entries in Sportsman Class including two juniors who took 1st and 2nd place respectively. Helicopter was also subject to slight change in the way they operated which caused a few problems. These will be dealt with at RCPTC. There will be a major revamp on Showline next year.

Scale - The weekend overall was marred by events that took place on Saturday evening. Free Flight Scale flying was delayed, mainly due to lack of communication and logic. This resulted in the loss of a good proportion of spectators who had gathered to see the competition (approx 250), not to mention the despondence of the competitors. It is not the first time Free Flight Scale has been messed around and it must not be allowed to happen again. Chairman commented that the complaints were justified and explained briefly the circumstances how it had occurred. Chairman apologised on behalf of the Society and advised that it would not be allowed to happen again.

Tech Sec also tendered his apologies. He was off-duty at the time and was not aware of the situation. The points have been noted and it has been taken up with the people concerned. We know mistakes were made and why they were made and will make sure they do not happen again.

Tech Sec gave a brief report concerning frequency problems experienced with Helicopter. South Midland, who was also Helicopter CD, explained in more detail. The implications are quite serious. Points have been noted and hopefully it will not happen again.

Indoor – Although published as a two-day event for Saturday, Sunday, an extra day was added on the Friday but it did not disrupt the already published schedule. It was not the best weekend weather wise as there was a lot of rain and the shed they use at Cardington has holes in the roof.

South Midland Area Proposal

The following proposal was carried by a majority vote:

“That Nationals results should be proofread prior to publication”.

Records Officer

The following British Record claims were ratified:

Name Richard Fox – BMFA No 10782
Class R/C Aeroplane Electric Motor Duration – Rechargeable Cells
Site Tyldesley MFC Date 26th June 2005
Duration 54 mins 24.71 secs

Name Mark Benns – BMFA No 72513
Class IHLG (F1N)
Site Kibbie Dome, Idaho, USA
Duration 84.8 secs

Name Bruce Illingworth – BMFA No 74670
Class F3D Pylon
Site RAF Cottesmore Date 22nd May 2005
Duration 59.26 secs

FAI Delegate

FAI Delegate nominated Mike Colling FSMAE as representative for Education Sub-Committee to CIAM. This was carried unanimously.

Reports from sub-committees

UKRCC – Tech Sec reported that UKRCC on our behalf have conducted experiments to clarify or not the safe range of operations between clubs. The handbook recommends two miles as being a safe distance. Anything less will be increasingly dangerous and frequency sharing needs to be put in place.

The results categorically proved that two miles is about the right distance. It does not matter what the scanner is showing on the ground, when a model is in the air it can pick up possibly significant signals from interfering transmitters at around or just over two miles. Therefore two miles seems a good round figure to use and we now have tested practical proof with a scientifically rigorous experiment that shows that is the case.

BMFA News Publishers – He reported that the new format goes to print early next week. He was very impressed with the vitality and energy of the Nationals photographs, the smaller page format lends to it very well.

He reported that the Editor had been working continuously for the past two months on the new format. We knew the first one would be tough but hopefully it will get easier. He thanked Council for accepting the budget and thanked the Hon Treasurer for giving up some of his valuable time at the Nationals, helping unravel the complicated Royal Mail pricing structures.

We will be looking to get bigger and more impressive advertising. The revenue from which will possibly be used to enlarge future editions or the quality of the paper. He advised if anyone who is thinking of submitting an article to bear in mind with the new format, whereas before large articles required four pages for folio it would now be eight. They would perhaps need to plan more before submitting.

Report of the Full Council Meeting held on 7th January 2006.

Appointment of Council

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

Ratification of PRO

Chairman submitted a proposal to co-opt Stuart Marsden to the vacant position of PRO, until November 2006. This was carried unanimously.

Website – Chairman read out a statement from the Executive. A lengthy discussion ensued. Comp Sec proposed that Council appoint a Website Steering Committee comprising David Phipps, Chief Executive and Chris Bromley FSMAE, Technical Secretary. This was carried unanimously.

Hon Treasurer proposed a budget of £500 is given to the Website Steering Committee. This was carried unanimously.

Royal Aero Club

Tech Sec proposed that the Chairman is appointed as Alternate Delegate for Royal Aero Club. This was carried unanimously.

Specialist Body Terms of Reference

Comp Sec proposed that the Specialist Body Terms of Reference including amendments from this meeting, be accepted. This was carried unanimously.

Ratification of Honorary Members

Hon Secretary advised that himself and the Tech Sec had recently spotted in the Constitution that it is a requirement to endorse Honorary Memberships that have been awarded by this Council on an annual basis. It has not unfortunately been done in the past however it is something that must be done in accordance with the Constitution.

Northern Area proposed the following Honorary Members are ratified for 2006. This was carried by a majority vote.

Mr RL Bench	Mr DJ Bishop
Mr E Clark	Mr M Goldby
Mrs P Gowler	Mrs N Hadlow
Mr D Hardman	Mr GS Lynn MBE
Mr KJ Miller	Mrs M Nicholls
Mr P Smith	Dr M.P. Sun
Mr PSE Valentine	Mr T Watson
Mr. J. Worth	Mr J French

Chairman's Report

Chairman advised that the document included on the Agenda for "Guidelines of Response and Action for BMFA Affiliated Clubs for Members who have a Disability or Special Need" is an updated document, which is required to be updated periodically in line with current legislation. It was put together in the office with the assistance of several disabled members, but requires some additional work to make it more user friendly for clubs.

Chairman therefore advised that there would be no further discussion until a re-write has been produced,. There will be no change to the context or requirements of the law. It will be presented in a modified form at May Council.

CEO Report

He has previously informed the meetings at various stages of dealings we have had with ebay and the difficulties with items we can identify as illegal, being sold. We did have an understanding whereby we could notify them of items we consider to be illegal and they would act on it however this ran into difficulties towards end of last year.

He complained bitterly to ebay and the response jus before Christmas was very positive. We have now been provided with a direct email address by the Senior Counsel at ebay to communicate directly with them to request the removal of illegal items.

Tech Sec Report

As previously reported, in the USA 2.4 gig is a usable viable frequency and is used without any problems. In the UK there are range problems and new information shows this is happening because we are limited to 10mw, in the USA they operate them on 1w. Consequently they will not be suffering the problems we are and we need to be aware that 2.4 gig is not particularly viable as an airborne frequency.

Also very recently he found out that indoor r/c butterflies are being sold on 900mhz and 869mhz. Quick research points out that those two frequency bands are exactly the specification for r/c model aircraft equipment and makes them potentially useable frequencies.

Nationals Title

The following proposal was carried by a majority vote:

"That Council use their best endeavours to ensure that the appropriate title is given to all Nationals."

International Teams for the year 2006.

All teams listed on the Agenda for this meeting were ratified. Also two additional teams and an Assistant Team Manager were ratified.

2006 Contest Fees

<u>BMPRA</u>	Single Entry Fee	£15 (BMPRA Members) £15 (Non Members)*2005
	Nationals entry	£20 (Provisional)

GBRCAA	Centralised	£16
	Standard/Sportsman	£10
	Senior	£14
	Master	£16
	Nationals	£25 + £5 BMFA

AHA	F3C AHA members	£10
	Non Members	£15
	Sportsman Members	£8
	Non Members	£10

Nationals	
FAI F3C	£30
Sportsman	£20

IMAC	One Day	£10
	Two Day	£12
	National Entry Fee	£25

SCALE

	R/C	C/L	F/F	Indoor
Centralised Events	£12	£10	£5	£10 Reg fee + £3 per event
Season Tickets	£50			
NATS	£25	£15	£14	£8
Team Trials	£15	£15		

(Juniors 50% of above fees)

SILENT FLIGHT

F3F	£5	60" Foamie Pylon	£5
F5D	£10	F5B	£8
F3B	£8	F3J	£10

£35 for 4 events.

FREE FLIGHT

Centralised	First entry	£5
	Subsequent entries	£3
	Juniors free	

Area Centralised & F1E meetings (Plus Area Charge for site)	First entry	£3
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Team selection meetings £10 per entry
 All meetings – Juniors FREE
 No Season tickets.

Nationals - £8 registration + £6 per contest or £25 unlimited.

INDOOR

Single event entry £10
 No Season tickets.
 Provisional Nationals entry fee will be £10 (for site entry).
 Team selection event entry fee will be £10.

CONTROL LINE

All single event entry fees are £15 with £10 for second and subsequent classes at the same competition for the Aerobatics, Team Race and Combat disciplines. All Junior entry fees are half price.

No Season tickets.

Nationals entry fees have been postponed to next Control Line Technical Committee meeting in early February.

Team Selection event entry fees £15 for Seniors, half price for Juniors.

The following proposal was carried by a majority vote:

Comp Sec proposed that the badges are changed from UK to GBR wording for European and World Championships.

Records Officer

The following proposal was carried unanimously.

That at the request of the Control Line Technical Committee, I wish to propose that Trophy No 68 known as the "Elliot Novice Goodyear Best Newcomer" be changed in title to the "Elliot Trophy" and be re-allocated to the winning team of the F2CN National's event."

The following British Record Claims were ratified:

Name Stuart Lodge – BMFA No 79141

Class S9C Gyrocopter Duration

Site Kamniska Polygon, Kamnik, Slovenia

Date 15th October 2005

Duration 1 min 20 secs

Name Kenneth Mattock – BMFA No 50352

Class RC Aeroplane Electric Motor Duration – Rechargeable Cells

Site Gloucester MFC

Date 10th August 2005

Duration 106 mins 8 secs

Name Gordon Isles – BMFA No 50258

Class F2A Speed

Site Barton MAC

Date 2nd October 2005

Speed 299.65 kph.

BMFA Safety Review Committee

A meeting will be called and it will be discussed whether reports should be circulated.

UKRCC

Importation of non-approved equipment, i.e. non-CE marked was covered in great detail at the UKRCC meeting and it is recognised that there is a serious problem. We have always been fighting the problem from the point of view of illegal use of frequencies and what was decided is that UKRCC cannot take on the bureaucrats of Brussels as a UK body.

They believe the best way to attack the problem is through Trading Standards. There is a lot of equipment coming into this country that does not apply to ETSE standard, which applies to the three frequencies we use. It is actually illegal importation and this is there is a very good Trading Standards organisation in the Cardiff area who are very proactive, so we are now looking into whether we should start our campaign in that area and get trading standards involved.

If we do not do something the problem will keep escalating and it is especially bad around Christmas time. There is a great deal of work to do to try to alleviate this problem and UKRCC are doing all they to achieve this.

CAA

Hon Sec reported that they had a good meeting with the CAA in December. Some fairly minor changes were made to CAP 658. They also had a long discussion on the building and flying of large models or better known by the CAA as small aircraft. They were quite prepared as they had had a meeting with the LMA reps before the CAA meeting and were able to have a discussion on what they thought about small aircraft. LMA are proposing to introduce a break point of possibly 75kgs, which they have discussed with the CAA. They also had a long discussion on UAV's.

They reviewed the way we operate flight lines. It is quite fortunate that the representative who deals with this came to the Nationals and gave us a clean bill of health, except for a couple of issues regarding car parking at the Swapmeet and the Showline.

Tech Sec reported that as a result of non-reporting of an incident at Woodvale last year, one of the issues discussed was mandatory reporting of incidents at shows. The outcome is that the CAA are going to insist on not just mandatory reporting of crashes behind the crowd line but crashes behind the display line, which means anything that crashes in front of the crowd and within the large model distance of 50mtrs of the crowd line, will be a mandatory reporting incident. The good point is that the wording and composition of the page in CAP 658, plus the advisory bits, have been given to BMFA to do not the LMA.

It does not mean there will be a formal investigation it is just formerly letting them know what has happened. However the more serious the incident is, the more likely there will be an investigation and the more need there will be for evidence to be preserved and presented. This will be applicable to all radio controlled models.

AOB

North East Area asked about enhanced CRB clearance. CEO advised there are two levels of disclosure, basic or enhanced. Enhanced would be the level required if dealing with juniors. Silent Flight advised that there are two supplementary areas of information handled by the authorities called POVA and POCA. POVA relates to the protection of vulnerable adults and POCA relates to the protection of children.

Mid West Area asked what the definition of a vulnerable person was. Information is provided in our policy document. A vulnerable person, by definition, is a child under the age of 18. There is no national definition for a vulnerable adult, however we did agree a definition with the Child Protection Sports Unit.

Report of the Areas Council Meeting held on 1st October 2005

'C' Certificate

Tech Sec advised that it starts today. Chief Examiners have received the relevant paperwork and he expects to receive some completed test forms early next week. He has had a presence at a number of shows during the summer and there has been a lot of interest.

Mid West Area Delegate asked if there would be any diagrams. Tech Sec advised that we have had previous requests for diagrams and eventually they will be included. Mid West also complimented the author of the 'Guidance Notes', which are very detailed and easy to follow. They were a joint effort by Tech Sec and Steve Ogden, NW Area Delegate.

'A', 'B', and 'E' Certificate Re-tests

Northern Area felt there was a correlation between the 'C' Certificate and 'A', 'B' and 'E' Certificate re-tests, and felt it should be addressed.

A lengthy debate ensued considering whether it is necessary to apply the same rules to the 'C' Certificate with regard to re-testing and ultimately take away the 'C' endorsement. General consensus of the meeting was that if at any time a person who holds a 'B' certificate and has a 'C' certificate endorsement on that 'B', loses the 'B' then the 'C' certificate is lost with it.

Tech Sec commented that the generic point is the correlation between the 'B' and 'C' certificates and it must follow that if a 'B' is lost the 'C' must also be lost. However there may come a time in the future where a specific 'C' may be taken away even though they still remain a 'B' flyer, but we are not at that point yet. We just need to monitor the situation for the time being. Subsequently if a 'B' is regained, the 'C' would also have to be regained.

Hovering 'M'

South Midland advised that the AHA have submitted to the ASRC a suggestion for an alternative to the Hovering M. They put a lot of thought into it and it took a long time to arrive at the alternative, however they believe it keeps the critical test required but addresses the safety issues.

What triggered the issue is that in recent years the engine capacity allowance for helicopters has increased substantially and what is a safe distance for a 30-size machine is not the same for a larger one.

Concerns were raised with regard to the safety implications and the timeframe in which something would be done, also whether the manoeuvre should be withdrawn from the 'B' schedule until it is resolved. ASRC Chairman advised the matter is ongoing and they are waiting for feedback from various sources, which is time consuming.

Tech Sec commented that it is fairly clear we have acknowledged this particular manoeuvre could be better and there may be a safety risk in it that is above the normal safety risk. However there is no actual physical evidence that it has caused a problem in the past. There have been no incidents reported during practice or flying of this manoeuvre.

The way he reads the current situation is that it puts a level of priority on it that we should do something in reasonable time but it is unlikely to be emergency action. It was brought up earlier in the year at the Chief Examiners meeting. It was also discussed at Areas Council in June and ASRC recently. It is the intention of ASRC for a proposal to be put forward to Areas Council in February 2006.

Chairman concurred and said that it is reasonable to ask ASRC to come back with a proposal to the next meeting in February 2006 to discuss changes that may be made in respect of this manoeuvre in the helicopter 'B' certificate schedule.

South Midland suggested that to cover the issue in the interim we could send a notification to Examiners with the option that the 5-metre distance in the Hovering M may be extended at the Examiners and Pilots' discretion, on safety grounds.

An amendment to the schedule for the Hovering M was proposed and carried unanimously.

Chief Examiner ratifications:

Garry Bunclark – Area Chief Examioner, Fixed Wing for South East Area.

Development Officer

Development Officer read out an extract from a report we have recently received from the insurers concerning Child Protection cover for clubs. The implication is that they will only offer cover to clubs who have adopted the full BMFA Child Protection Policy.

We have known for some time that child protection is likely to be an issue with the insurers and we will be negotiating the matter further with them. Chairman advised the insurance policy we operate covers members of most sport and recreation governing bodies under the control of CCPR, not just BMFA members and their activities. The number of children at risk under this policy is huge and it is understandable the insurers see it as a major issue. All insurance companies are formalising policies, where there is involvement with children.

Report on the Technical Council Meeting held on 22nd October 2005.

Team Selection

Chairman outlined the procedures that Tech Committees should follow:

Tech Committees should send a notice of appointed Team Members to the office, as soon as they have selected their teams and not wait until submitting the proposal for January Council. This allows the Team Members to begin the process of obtaining funding well in advance of being officially ratified. If this is not done, the office will automatically send out the selection letters on receipt of the proposal to ratify.

Bylaws

Chairman explained that approaches to the ODPM (Office of Deputy Prime Minister) concerning bylaws have been postponed for the time being as the situation with DEFRA is more immediate.

DEFRA, the body that deals with Common Land, Village Greens and National Parks, are actively in the consultation process of combining all model bylaws (not all about 'models', but specimen bylaws to cover most eventualities). This process involves considerable rationalisation and what used to comprise around twenty-five pages, has been reduced to approximately four and a half in their current proposal.

Our first submission was similar to the document to be put to the ODPM and was very detailed. After dovetailing to comply with what DEFRA's requirements in all other areas seems to be we have just submitted a second document that follows the wording they have applied to everything else that uses that type of land.

Our first submission was similar to the document to be put to the ODPM and was very detailed. After dovetailing to comply with what DEFRA's requirements in all other areas seems to be we have just submitted a second document that follows the wording they have applied to everything else that uses that type of land.

We await the outcome of the subsequent draft document from DEFRA which includes our second submission. Until such time we will not be approaching the ODPM. If DEFRA accept our proposals then we will have a much stronger case to put to the ODPM.

We have recently made enquiries, for which we have not yet had a satisfactory answer, regarding the legality of Local Authorities putting bylaws into place on safety grounds when there is already a criminal statute that covers the issue (that statute being Article 74 of the ANO, put into place by an act of Parliament). If we do get a positive answer, the impact of this in the future is if any bylaws are put into place on the grounds of safety, they may be questionable.

Falcons Trophy

The following proposal was submitted by the Records Officer on behalf of Free Flight Technical Committee and carried unanimously:

"That the Falcons Trophy be re-designated from the Free Flight Nationals Slow Open Power to the Northern Gala Slow Open Power event."

British Record Claims

The following British Record Claims were ratified:

Name Matthew Hart
Class Control Line Handicap Speed Jet Class
Site RAF Barkston Heath Date 27th August 2005
Speed 11.66 seconds 191.70mph 111.11%

Name Richard Hart
Class Control Line Handicap Speed Jet Class
Site RAF Barkston Heath Date 27th August 2005
Speed 11.56 seconds 193.35mph 112.07%

Name Ken Morrissey FSMAE
Class Control Line Handicap Speed .049 Class
Site RAF Barkston Heath Date 29th August 2005
Speed 7.02 seconds 159.10mph 109.64%

Name Richard Miles
Class Control Line Handicap Speed F40 Class
Site RAF Barkston Heath Date 27th August 2005
Speed 12.26 seconds 182.42mph 100.40%

CIAM Judge / Technical Sub-Committee nominations

Technical Committees submitted their recommendations.

Team Member ratifications

This item refers to a problem earlier in the year when RCPTC experienced a situation with ratification a team member, put forward by a Specialist Body, which they had to refer to Council for advice.

The matter was discussed in great detail. Consensus was Tech Committees should use their powers as a filtering mechanism. If they are presented with facts they feel could be detrimental in any way, they should report the matter in confidence to the Chief Executive. Team Managers should also follow this route if they feel it is necessary to report on the actions of a team member.

Tech Committees are also empowered to monitor team selection process. If they believe the rules have been compromised in any way they can take the matter up with the relevant Specialist Body and report any misgivings they may have to Full Council.

FAI Sporting Code amendment

The following proposal was submitted by Scale Technical Committee and carried unanimously:

That amendments to FAI Sporting Code IV relating to F4C "non aerobic eligibility" be forwarded to CIAM as proposed rule changes to Volume F4 (Flying Scale Model Aircraft).

Team Results

Silent Flight are disappointed with team results this year. Standards have improved nationally but other international competitors have improved even more. The issue was discussed. Silent Flight feels they would benefit from team selection taking place later in the year. Ideally from their point of view a team should be set only one month before the Championship.

Various possibilities were discussed and it was felt it would not be insurmountable to change the system if necessary. Silent Flight would put it to their flyers for their views. Chairman pointed out that they would need to discuss the matter from the outset with the CEO and Accounts Department from an administrative aspect to see what would be possible.

Chairman commented that currently we follow an administrative procedure that fits everyone. It if becomes obvious that certain disciplines need to implement different procedures we might have to look at that option in the future.

In the meantime Chairman requested representatives to take it back to their Committees for discussion and report back to the next meeting with any ideas. He would support the idea of a change for a variable system if there were a reasonable reason for change and it could be done in agreement with the office.

Indoor

The British Team did exceptionally well in obtaining team gold. They had a number of good events at Cardington this year but had to cancel one or two because of weather conditions. They are not sure what lies ahead with Cardington as there are rumours it might be sold to a new owner. Indoor Annual Report makes a plea to anyone who knows of any suitable sites, to let them know.

NOTICE BOARD

CRAFTS / HOBBIES PAID MARKET RESEARCH SESSIONS

Looking for men and women to take part in a paid market research session on model making and related hobbies. Specifically we are looking for people who use power and hand tools for crafts / hobbies such as jewellery making, glass engraving, woodworking, model building, railway model making, radio controlled cars/planes, building dolls houses / bird houses, ceramics/pottery etc.

The session would last 1.5 hours and the research company would visit you in-home to observe you undertaking a project. You would be paid £35 as a thank you for your time for participating. If you would like to participate, please call Monica or Deb on 020 8 840 2200. Thank you.

Market research is done in order to collect information, opinions and ideas from people like yourself, and is in no way connected with selling.

Summit Studios is a member of the Market Research Society and abides by its rules and codes of conduct. If you wish to verify that Summit Studios is a genuine market research company you may telephone:

Monica Kapila

Market Research Society, 15 Northburgh Street, London, EC1V OAH

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ESSEX MICROLIGHT CLUB

Would like to extend an invite to local Model Aero Clubs to come along to their **Fly-In on the 15th July at Brook Farm, Billericay**. There will be plenty of fun and games for all. We expect to see approx 30 microlights and light aircraft arriving on the day (most will be camping overnight) where we will be having a BBQ and music and later on a local live band will be playing in the main hangar. There is plenty of space for both microlights and models to fly simultaneously and we can have a clear skies slot for a full display if that was of interest, let me know your ideas we are open to suggestions.

Please contact Alan Roche on (h)01277260771 (m)0771 283 4576 or email alan@bigblueyond.com



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No 6: BMFA Logo Cloth Badge	£3.50
No 7: BMFA Umbrella	£11.00
No 8: BMFA Keyring	£1.25
No 9: BMFA Pen	75p
No 10: BMFA T-Shirt	£6.50
No 11: BMFA Sweatshirt	£12.00
No 12: BMFA Fleece Hat	£7.00
No 13: BMFA Adult Baseball Cap	£4.00
No 14: BMFA Sticker Pack	£2.00
No 15: BMFA Enamel Badge	£2.00
No 16: BMFA Tie	£9.00
No 17: BMFA Coasters (Set Of 6)	£3.00
No 18: BMFA Junior Polo Shirt	£7.50
No 19: BMFA Junior Baseball Cap	£3.50
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ITEM	PRICE	PRICE EACH (10 or more)
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Nipper	£1.15	
Titan 11		£1.60
BMFA Frog	£2.85	
Bottle of Lube	65p	
Bottle of Glue	65p	
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