



# *British Model Flying Association* **CLUB BULLETIN**

11<sup>th</sup> January 2008

Issue no 176

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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 AREAS COUNCIL MEMBERS**

There will be a Meeting of the Areas Council on Saturday 2<sup>nd</sup> February 2008 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. Email: [admin@bmfa.org](mailto:admin@bmfa.org)

## **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 Area Council Meeting held on 6<sup>th</sup> October 2007.
- 4 Matters/Actions Arising from the meeting on 6<sup>th</sup> October 2007 that are not included elsewhere on this Agenda.
- 5 To appoint a representative to the Awards Committee for 2008.

- 6 To ratify the following members of the Achievement Scheme Review Committee:
- |                         |                |
|-------------------------|----------------|
| Terry Rounce – Chairman | Dick Whitehead |
| Mick Eames              | Bob Mahoney    |
| Chris Bromley FSMAE     | Martin Godden  |
| Peter Spurway           | John Harris    |
| Nial Ball               |                |
- 7 To receive a proposal from the RCPTC that the RCPTC has a permanent rep on ASRC.
- 8 To receive reports from the Achievement Scheme Controllers.
- Power
  - Silent Flight
- 9 To receive an update from Midland Area regarding Midland Area Meetings conducted by email.
- 10 To receive reports from committees or co-ordinators related to the business of this meeting.
- Achievement Scheme Review Committee
  - Flight Challenge
  - Education
- 11 To receive reports from Area Committees. (Please ensure your Area prepares a maximum of 1 x A4 page synopsis of your report for the meeting. Photocopying facilities are available at Chacksfield House if required.)
- 12 To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.
- 13 To confirm dates of Areas Council Meetings 2008.
- 14 Any Other Business.



### **Report on the Areas Council Meeting held on 6<sup>th</sup> October 2007**

#### **Helicopter ‘B’ Certificate Hovering ‘M’ manoeuvre**

A statement from ASRC Chairman that they still have concerns regarding the Hovering ‘M’ manoeuvre prompted a lengthy debate and generated the following proposal which was carried unanimously:

**“That the Hovering ‘M’ is suspended pending an alternative manoeuvre to replace it.”**

Areas Council Chairman charged ASRC with providing an alternative manoeuvre which we can put in place on a temporary basis, and preparing a notification to be circulated to the relevant Chief Examiners/Examiners, to meet a deadline of Friday 12<sup>th</sup> October.

#### **Silent Flight Controller**

Nial Ball was co-opted to the ASRC as Silent Flight Controller on a temporary basis, until formal ratification at January Council.

Peter Spurway, PAS Controller was thanked for standing in at short notice and taking over responsibilities of Silent Flight Controller.

#### **UAV’s**

Chairman, in his capacity as Hon Secretary reported on his visit to Paris where he gave a presentation at the UAV International Conference.

The organiser of the Conference has set up a small group to look at how they are going to control UAV's up to 150kg. They see the input that he is making on behalf of the BMFA and Europe Air sports as vital to what is the end result of how they can operate.

He will be attending another meeting in Paris in a couple of week's time. Soon after he will be attending a meeting of the Working Group 73 he sits on, on behalf of Europe Air sports, for a three day conference.

They have also set up a small working group, which he also sits on and his aim is to bring the two groups together.

The two meetings should set the seal of what is going to happen over the next two or three years.

The formal statement that has already been issued is that over 85% of all UAV's are going to weigh under 150kg. The majority are commercial civilian UAV's. That is what Working Group 73 was set up for, to allow UAV's to operate in controlled airspace.

What we have managed to do is get Working Group 73 to extend their activity to look at UAV's under 150kg, which may or may not operate in controlled airspace.

The main emphasis in his presentations is that UAV's are not model aircraft, which is now almost universally accepted by the Civil Aviation Authorities.

The task he has been given by Europe Air sports is to look at the introduction of UAV's and advise what effect they will have on sport and recreational flying throughout the twenty-seven nations.

### **Education**

The concept of a 'Youth Delegate' within the South West Area prompted a discussion. The Chairman asked South West Area to report back to the meeting on any progress when pursuing this idea.

The Chairman also asked the Education Co-ordinator if he could look at arranging a meeting in the near future to address the concept of a role for a 'Youth Committee' within the BMFA, who could look at what young people wanted from the Sport and how they achieved it.

If there is a need in the future to change the Area Constitution to introduce a 'Youth' element then that is something we would have to consider.

### **North East Area Delegate**

North East Area Delegate announced that this would be his last Area Council Meeting as Area Delegate, after completing twenty years, for which he was applauded. The Chairman, on behalf of this Committee thanked North East Area Delegate for all he had done and said he had made a very significant contribution and would be very sadly missed.

### **2.4GHz**

South West Area Delegate raised a safety issue with regard to the use of different modules with 2.4GHz equipment.

The Chairman explained that if you put a module into a transmitter and that transmitter has not been approved by the manufacturer for the fitting of that module, then you need an assurance from the module provider that that module has been tested in, and he as a module provider is giving the approval that it can be used. If you do not get that then the user is totally liable within the law.

## **Report on the Technical Council Meeting held on 20<sup>th</sup> October 2007.**

### **Excessive smoke output from ic model engines.**

Peter Christy RCPTC advised that he had read an article in Pilot magazine (full size aviation) about a new oil by Shell for smoke generation at displays, which apparently was food-stuff based. Shell have been promoting it for Full Size display pilots who have reported that it is a cheaper and more environmentally friendly product that did not damage the paint on the aircraft.

He had circulated the article to members of RCPTC. The turbine fliers seemed to receive the information enthusiastically and the Chairman of RCPTC is trying to get hold of samples to see if it is suitable for use in models.

Peter Halman had provided copies of a document he had produced on the subject of health and safety issues relating to model aircraft fuel and the use of liquids to generate additional smoke. The document was very well received. It was agreed that the statement under the 'Conclusion' heading should be referred to the CEO to be considered for inclusion in the Member's Handbook, with a short explanation note, and should also be included as Pilot briefing notes in the Public Display section of the Handbook.

It would also be advantageous, to publicise this more widely and the Development Officer could include an article in 'Chacksfield Chat' in the BMFA News. Peter Halman agreed that Peter Christy could circulate the document at the next RCPTC meeting.

Peter Halman explained that as far as he was aware, no evaluation had been undertaken of the harmful effects of the oils and fuels used in model flying. He hoped that this document highlighted some of the effects particularly with reference to the use of big ic petrol engines.

The Records Officer asked the question whether we should consider a ban on the use of additional smoke at Displays but the general consensus was that that we should not.

Peter Halman raised concerns regarding the amount of smoke generated from F3C helicopters and said that we should be looking for ideas of how that could be reduced. Peter Christy strongly supported this statement.

Reducing the exhaust smoke from the engines would involve fundamental changes to the way the engines are designed and it would require a considerable amount of international pressure to be brought to bear on the manufacturers. Peter Halman suggested that if the FAI were to impose a timescale, say six or seven years, for a gradual reduction in the fuel allowed in F3C and to have an explicit fuel mix which could be verified by specific gravity, you would be possible for the engine manufacturers to change the engine design and production.

The Chairman asked Peter Halman to provide a short paper outlining his suggestions and to liaise with Peter Christy. In her capacity as CIAM Technical Secretary she would ensure that the topic is included on the CIAM Bureau Agenda for progression that way.

### **FAI Rule Changes**

The following proposals were accepted.

From Scale Technical Committee - Volume F4 Annex C Para V of the FAI Sporting Code – Lazy Eight.

From BMFA Competition Secretary on behalf of SpaceCom – SM Space Models General Rules; S4 – 8.1 Definition/Description; S8E/P Rocket Glider – 11.7.1 Purpose; S8E/P Rocket Glider – 11.7.3 Landing Aea; S8E/P Rocket Glider – 11.7.4.6 Additional points will be awarded for landing; S8E/P Rocket Glider – 11.7.5.4 S8E/P Landing Area diagram.

### **British Record Claims**

The following British Record Claims were ratified.

Matthew Hart – BMFA No 30844  
Record No 30 Control Line FAI Reaction Motor  
Barkston Heath 25<sup>th</sup> August 2007  
Speed 197.71 MPH

Peter Halman FSMAE – BMFA No 50198  
Record No tba Control Line F2A (Speed) in WCH/ECH  
Batajnica, Belgrade, Serbia 12<sup>th</sup> July 2007  
Speed 298.4 KPH

## **FAI/CIAM**

The lists were received for recommendations to FAI/CIAM Technical Sub-Committee members and FAI/CIAM Judges.

### **Helicopter 'B' Certificate – Hovering 'M' manoeuvre**

Peter Christy, speaking as a member of AHA, raised an issue regarding the Helicopter 'B' Certificate test and the last Areas Council meeting.

Peter Christy, on behalf of the AHA, read out the following statement:

*"The Aerobatic Helicopter Association is disappointed to learn of the recent decision by the BMFA Achievement Scheme Review Committee to remove the "Hovering M" manoeuvre from the helicopter "B" certificate flying test.*

*It is the AHA's opinion that the 4-point pirouette is a wholly inadequate substitute for the "Hovering M".*

*Accordingly, the AHA will no longer consider "B" certificates issued by the BMFA after the 6<sup>th</sup> of October, 2007, to be an adequate assurance of a pilot's capabilities.*

*Any pilot issued with a "B" certificate after the 6<sup>th</sup> October, 2007, who wishes to fly at AHA public events, or enter AHA F3C contests, should contact the AHA at [www.aha-online.org.uk](http://www.aha-online.org.uk) to arrange a suitable flying test to take place. (It may be possible to do this at a contest, prior to the start of the competition)."*

The AHA has two proposals that they intend to put to the ASRC.

Peter Christy was asked to give some background to the "Hovering M" and any alleged safety issues surrounding it.

He said that the manoeuvre had been in use for over thirty years and to his knowledge there has never been an incident associated with it. However a few years ago concerns were expressed that, in view of the increasing size and power of the model helicopters, the manoeuvre brought the helicopter too close to the pilot.

As a result of that an amendment was made to the distances in the manoeuvre to give adequate clearance between the model helicopter and the pilot. However, there was still disagreement over various elements of the manoeuvre.

About a year ago, the issue was raised yet again and Peter Christy was invited to an ASRC meeting to discuss the manoeuvre. As a result of that discussion, the AHA generated what they felt was a suitable substitute manoeuvre for the Hovering M, which tested the same skills, but without requiring the helicopter to move around so much.

That proposal was put forward formally to Areas Council but after a lot of discussion Areas Council decided to stay with the existing, modified "Hovering M". The AHA thought this was the end of the matter.

Unfortunately Peter Christy could not attend Areas Council two weeks ago and he was dismayed to discover that the issue had been raised yet again. It appears that the issue was raised as a *safety* issue and as such Areas Council felt that immediate action had to be taken.

The AHA has no problem with the "Hovering M" being replaced as long as the replacement manoeuvre tests the same flying skills. The recent replacement manoeuvre does not.

Peter Christy added that it seemed strange that the ASRC chose to disregard the substitute manoeuvre of a year ago, that had been accepted by both supporters and opponents of the "Hovering M", and put forward instead the "4-point pirouette", a manoeuvre that had been rejected as wholly inappropriate by the AHA.

The Chairman expressed concerns that the ASRC did not consult with the relevant Technical Committee or Specialist Body before deciding on an alternative manoeuvre.

The ASRC had made a technical decision without any reference to the Technical experts. This highlights a significant loophole in the Achievement Scheme processes. This Council wholeheartedly agreed with these sentiments.

As a result of the above discussion the following proposals were generated:

**Control Line Technical Committee proposed the following recommendations:**

Seconded by Scale Tech Committee

Carried unanimously

**Proposal 1**

On grounds of safety, all Helicopter 'B' Certificate tests, and associated tests for examiners and instructors, shall be suspended until a manoeuvre can be introduced that tests the same skills as the Hovering M does. Further, the Achievement Scheme Review Committee (ASRC) shall consult fully with the Radio Control Power Technical Committee (RCPT) to find a suitable substitution manoeuvre for the Hovering M. The suspension is effective from the 20<sup>th</sup> October 2007, the date of the Technical Council meeting.

Any successful candidates who took the Helicopter B test between 12<sup>th</sup> October 2007 and the date on which the technically approved replacement manoeuvre is implemented must re-take the flying element of that test.

**Proposal 2**

The Achievement Scheme Review Committee shall always seek technical expertise and approval from the appropriate Technical Committees regarding any changes to the technical elements of the Achievement Scheme tests. *Cont'd...*

The Chairman and Office Manager would consult outside of the meeting to decide on the final circulation and mailing of the above notices.

Peter Christy thanked this Council for their support.

**Control Line**

It had been a mixed season this year which had begun with some excellent weather and flying had taken place earlier than in other years. However, the weather then deteriorated with high winds badly affecting the competitions so that four were lost. The team selection events had been completed and the Teams will be nominated in due course.

The Records Officer raised a point concerning the "provisional" Goodyear Team Race rules that had been published in the August BMFA News.

Control Line explained that they were perfectly valid rules.

The CLTC had been discussing Goodyear Team Racing for some while as it had been poorly supported for some time. The CLTC were looking towards a Goodyear class that might have more competitors. The "Provisional Goodyear" rules take elements from both Open and British Goodyear and were published so that the class could be held at the Power Nationals to establish if it was worth pursuing.

The Records Officer said there were fourteen fliers, at the Nationals who ran their own Open Goodyear ad hoc event and he was forbidden to mention it in the results of the Nationals. He felt that there had been fourteen very aggrieved flyers that left after the Nationals week-end. The Chairman advised that those seven aggrieved teams had not asked either CLTC, the Control Line Nationals Co-ordinator or the Competition Secretary, if they could hold this unauthorised event and any results for an unauthorised event of this nature certainly should not be published with the official Nationals results.

**Silent Flight**

Everything had mostly gone quite well. The league events had been completed last weekend.

The F5B models using lipo packs up to 200amps had worked well. There have been some very interesting results, which seem to indicate that the short bursts will last better than smaller packs, despite what some people thought at first. Energy limiters are now used with them, which allows the model a certain amount of energy per flight. For F5B it is seventeen 15-watt minutes and it is hoped that this can be moved onto the 200-watts E Soaring event.

## Indoor

The Indoor Representative reported that this year had been a very difficult year. The Use of Cardington had been somewhat erratic.

The best thing to happen this year was the success of F1D Eurochamps Team who brought back an Individual Silver and a Team Silver. This was an excellent achievement taking into account the very difficult circumstances leading up to the event.

The Chairman commented that perhaps high ceiling Indoor venues are not as necessary as has been thought if our teams can train in low ceiling venues and still go to a high ceiling venue for the Championship and come back with individual and team medals.

Nick Aikman, Indoor TC advised that the UK is the only country in Europe with a category four ceiling height building. There are only three left in the USA of which two are only used once a year and one is not used at all for duration flying.

Most competition flying whether F1D or the other F1 Indoor classes or even fun flying, is done in Sports Halls, that is in category two ceiling buildings. That is all there is available these days. It was felt that high ceiling sites are not necessary to judge model duration or model characteristics.

The Indoor TC Representative commented that it must be remembered that flying in a high ceiling site requires some steering with balloons and that is very difficult to replicate in low ceiling sites.

The Chairman congratulated the Indoor Team on their splendid achievement especially given the difficult circumstances during the whole of this year.

## Space

Events have fallen foul of the weather this year, which has been the same for everyone. All the Team Trial events had been completed and it was hoped to put forward a Team for the 2008 World Championships in Spain.

The weather had been poor for the European Championships this year, but it was good experience.

FAIR are very much looking forward to working with the Free Flight Technical Committee.

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## ITEMS FOR SALE DUE TO BEREAVEMENT

If interested please telephone Celia Cusworth on 01622 677964 (evenings) to discuss.

Corgi – The Aviation Archive Collection

McDonnell F-4J Phantom VX-4Sqn. US Navy "Black Bunny" 1:72 scale (2 models)

Tupolev TU-4 Soviet Air Force 1:44 limited edition /Avro Lancaster Royal Canadian Air Force 1:44 First Issue / Bristol 175 Britannia 102-G-ANBA-BOAC Heathrow 1958 1:44 limited edition

Blackburn Buccaneer S.Mk.2 No 809 Sqn, Royal Navy Lossiemouth 1968, 1:72

Focke-Wulf Fw 190A-4-Black Double Chevron 1:72 Limited edition

Hawker Hurricane MKIID-BPIID-BP188/JV-Z RAF No 6 Sqn.Western Desert 1:72

Douglas DC-3-American Airlines First Commercial DC-3

Boeing VC-137C "Air Force One" 1:144 / Boeing B-17 Flying Fortress "Memphis Belle" 1:144

D.H. Comet 4B British European Airways 1:144 / Gloster Meteor F.Mk.8no500 (RAAF)Sqn RAF West

Malling 1953 / Lockheed Constellation Eastern Airlines 1:144 Boeing 707-336C British Airways 1:144

Hawker Siddeley AV-8A Harrier US Marine Corps 1:72

Vought F4U-1 Corsair White 7/Dephne C of Capt Mitsubishi A6N2 Zero-Aircraft

Carrier Kiryu 2<sup>nd</sup> Sentai 1<sup>st</sup> Koku Kantai (Pearl Harbour) 1:72

F-51D Mustang-45-11736, Lt James Glessner 12<sup>th</sup> Fighter Bomber Sqn 1:72

Boeing Stratocruiser Northwest Airlines 1:144 / Vickers Viscount 800 Series Lufthansa 1:144

Plus approx 20 Gemini Jets (various) 1:400

All planes are boxed and as new

## 2008 DATES FOR YOUR DIARY

Mon 17 <sup>th</sup> December	2007 1 <sup>st</sup> Full Council Meeting Agenda Deadline
Fri 21 <sup>st</sup> December	2007 1 <sup>st</sup> Full Council Meeting Agenda despatch/Club Bulletin
Sat 12 <sup>th</sup> January	1 <sup>st</sup> 2008 Full Council Meeting
Mon 7 <sup>th</sup> January	1 <sup>st</sup> Areas Agenda Deadline
Fri 11 <sup>th</sup> January	1 <sup>st</sup> Areas Council Agenda despatch/Club Bulletin
Fri 25 <sup>th</sup> January	1 <sup>st</sup> Full Council Meeting Minutes despatch
Sat 2 <sup>nd</sup> February	1 <sup>st</sup> Area Council Meeting
Mon 4 <sup>th</sup> February	1 <sup>st</sup> Tech Council Agenda Deadline
Fri 8 <sup>th</sup> February	1 <sup>st</sup> Tech Council Agenda despatch/Club Bulletin
Fri 15 <sup>th</sup> February	1 <sup>st</sup> Area Council Meeting Minutes despatch
TBA	Nationals Planning Meeting
Sat 1 <sup>st</sup> March	1 <sup>st</sup> Tech Council Meeting
Fri 14 <sup>th</sup> March	1 <sup>st</sup> Tech Council Meeting Minutes despatch
Monday 14 <sup>th</sup> April	2 <sup>nd</sup> Full Council Agenda Deadline
Friday 18 <sup>th</sup> April	2 <sup>nd</sup> Full Council Agenda despatch/Club Bulletin
Sat 10 <sup>th</sup> May	2 <sup>nd</sup> Full Council Meeting
Mon 12 <sup>th</sup> May	2 <sup>nd</sup> Area Council Agenda Deadline
Fri 16 <sup>th</sup> May	2 <sup>nd</sup> Area Council Agenda despatch/Club Bulletin
24/25/26 May(TBC)	2 <sup>nd</sup> Full Council Meeting Minutes despatch
Sat 7 <sup>th</sup> June	Free Flight Nats & Space Modelling Nats
Fri 20 <sup>th</sup> June	2 <sup>nd</sup> Area Council Meeting
Fri 18 <sup>th</sup> July	2 <sup>nd</sup> Area Council Meeting Minutes despatch
Mon 18 <sup>th</sup> August	**AGM 1 despatch
Fri 22 <sup>nd</sup> August	3 <sup>rd</sup> Full Council Agenda Deadline
23/24/25 Aug(TBC)	3 <sup>rd</sup> Full Council Agenda despatch/Club Bulletin
Friday 29 <sup>th</sup> August	R/C Power, Scale, C/L Nats, Indoor Nats, S/F Nats
Mon 1 <sup>st</sup> September	End of Year for Director's Annual Reports
Fri 5 <sup>th</sup> September	** Nomination Deadline
Sat 13 <sup>th</sup> September	3 <sup>rd</sup> Area Council Agenda Deadline
Mon 15 <sup>th</sup> September	3 <sup>rd</sup> Area Council Agenda despatch/Club Bulletin
Fri 19 <sup>th</sup> September	3 <sup>rd</sup> Full Council Meeting
Mon 22 <sup>nd</sup> September	Absolute Deadline for receipt of Director's Annual Report
Fri 26 <sup>th</sup> September	**AGM 2 despatch
Sat 27 <sup>th</sup> September	2 <sup>nd</sup> Technical Council Agenda Deadline/CIAM Rule Change Deadline
Fri 10 <sup>th</sup> October	2 <sup>nd</sup> Technical Council Agenda despatch/Club Bulletin
Sat 18 <sup>th</sup> October	3 <sup>rd</sup> Full Council Meeting Minutes despatch
Fri 24 <sup>th</sup> October	3 <sup>rd</sup> Area Council Meeting
Mon 27 <sup>th</sup> October	3 <sup>rd</sup> Area Council Meeting Minutes despatch
Friday 31 <sup>st</sup> October	2 <sup>nd</sup> Technical Council Meeting
Mon 10 <sup>th</sup> November	AGM 3 despatch
Fri 21 <sup>st</sup> November	Deadline for receipt by Technical Secretary of BMFA rule changes from Technical Committees
Sat 22 <sup>nd</sup> November	2 <sup>nd</sup> Technical Council Meeting Minutes despatch
Mon 15 <sup>th</sup> December	Voting Deadline
Fri 19 <sup>th</sup> December	Proxy Deadline
Sat 10 <sup>th</sup> January 2009	61 <sup>st</sup> Annual General Meeting
	2009 1 <sup>st</sup> Full Council Meeting Agenda Deadline
	2009 1 <sup>st</sup> Full Council Meeting Agenda despatch/Club Bulletin
	2009 1 <sup>st</sup> Full Council Meeting

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\*\*Subject to change.