



British Model Flying Association
CLUB BULLETIN

8th February 2008

Issue no 177

**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 Meeting of the Technical Council on Saturday 1st March 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

AGENDA

- 1 Apologies for Absence.
- 2 Request for permission to be absent.
- 3 To verify the voting strength of the meeting.
- 4 Correction and adoption of the Minutes of the Technical Council Meeting held on 20th October 2007.
- 5 Matters/Actions Arising from the meeting on 20th October 2007 that are not included elsewhere on this Agenda.

- 6 To review the set agenda for the first meeting of a Technical Committee each year (appended).
- 7 To appoint the current year representative to the Awards Committee.
- 8 To discuss the CIAM Agenda (**PLEASE MAKE SURE YOU BRING YOUR CIAM AGENDA WITH YOU**).
- 9 Nationals updates from the Power Nationals Co-ordinator and Technical Committees to include:
 - a To discuss any flightline problems
 - b Nationals Results requirements
 - c Notice of frequency allocation changes
- 10 To discuss a proposal to Full Council from Gordon Warburton FSMAE, Council Member - *To replace the last paragraph of Rule 2.3.8 in the General Rule Book with – Protests made to Council after the contest may only be made directly to the Competition Secretary who will then convene a ‘Jury’ of three Technical Committee Chairmen, not including the Chairman of the TC appealed against. The three Chairmen will examine the reasons for the TC’s decision. The TC Chairmen should base their findings on whether the rules in force at the time have been correctly applied and not base their decision on any precedent that has not given rise to a rule change. If the appeal is not upheld then the reasons will be passed on to the appellant(s) who would still be able to take their appeal to Council.*
 - a) To receive a proposal from R/C Power Technical Committee – *That as a matter of urgency, the BMFA seek legal advice on the best way to promulgate the advice concerning Futaba “zero-id” systems as widely and as quickly as possible.*
 - b) To receive a proposal from R/C Power Technical Committee - *That Futaba 6EX and 7C transmitters, along with TM7 modules are banned from use at BMFA sanctioned events.*
- 11 To receive any reports from Technical Committees. (Preferably in writing and not concerning Agenda Items.)
- 12 To receive a report from the Competition Secretary to include:
 - a Receipt and ratification of any contests for next year’s FAI Calendar.
- 13 To receive any reports from Council, Sub-committees or Elected Officers.
- 14 Any Other Business.

Report on the Full Council Meeting held on 12th January 2008

Appointment of Council

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

SAM 35

SAM 35 was formally accepted as a Recognised Specialist Body by Full Council.

Honorary Treasurer

In conjunction with the CEO they looked at the feasibility of on-line payments and reviewed the various on-line payment options available. They concluded that the best and cheapest option would be to use the more widely used PAYPAL system. The CEO will be pursuing this option in more detail with the Webmaster.

It will be made clear to members that the charges incurred when using on-line payments and, as previously discussed at the September meeting of introducing charges for credit card payments for membership, that a surcharge will be incurred on top of the membership fee.

In response to a request and for information purposes the Honorary Treasurer explained that items purchased by Tech Committees or Areas from Society central funds should be made available for use by any faction of the organisation as long as it is not being used by the primary holder at the time.

The Honorary Treasurer provided delegates with a copy of the quarterly accounts for information. The net profit and loss at this stage is looking very healthy and is comparable with previous years.

The Honorary Treasurer also provided copies of a breakdown of the Power Nationals for the last ten years. The surplus has always been reasonably healthy but the 2007 Power Nationals made a surplus of over £21,500. This is split half into the Nationals reserve fund and half into the team travel funds of the disciplines that are represented at that event, in proportion to the number of team members that we ratify later on today.

The Nationals Reserve Fund including the split from 2007 will be in the region of £43,000. This is not an unreasonable amount as it would only cover us for putting on the event for about two years if, as past experiences have shown, the weather is very bad and numbers through the gate are poor.

A question was raised regarding the substantial increase in expenditure for 2007 for the Airshow line. The Honorary Treasurer explained that this is a reflection of a change in the organisation and administration in respect of recuperating the camping cost element for the participating pilots.

The Honorary Treasurer pointed out that a number of participants of the Silent Flight Nationals made use of the camping facilities at the Power Nationals. This in turn contributed to some of the income generated at the Power Nationals and calculated at £500, which has been transferred into Silent Flight Nationals account.

The Vice Chairman reported in his capacity as one of the Silent Flight Nationals co-ordinators, that Silent Flight Nationals in 2007 returned an operating surplus of £200, which includes the transfer of the £500. The surplus will be transferred into the Silent Flight Team Travel Fund.

The following proposal by the Honorary Treasurer was carried by a majority vote:

That expenditure of £1500 is approved for the manufacture of three "honours boards", in the same style as, but smaller than, the current "Fellows Board", in the boardroom at Chacksfield House. The boards will be used to record past Chairmen, Presidents, Vice-Presidents; Honorary Members; Individual BMFA World Champions.

Appeal by Messrs Broadhead and Leeman

The Chairman read out the following statement:

"Messrs Broadhead & Leeman have lodged an appeal with Council against the decision of the Control Line Technical Committee to disregard their times in three F2C events held at Barton, Cottesmore and Barkston Heath on the 15th April 07, 29th April 07 and the 10th June 07 respectively".

A vote was taken and the appeal was upheld. Control Line Technical Committee must now reconsider the composition of the F2C Team and submit a revised Team proposal.

Ratification of Team Manager, Assistant Team Managers and Teams for World/European Championships 2008.

F2A,B,C,D Team Manager, Assistant Team Manager
F2A,B,D Teams
F1D Team Manager.
F4C Team Manager and Team.
F1E Team Manager, Assistant Team Manager (unfunded) and Team.
F1A,B,C Team Manager, Assistant Team Manager and Teams.
F3C Team Manager Team Manager and Team.
F3A Team manager and Team.
F5D Team Manager and Team (Mark Vandervelden Team Manager and reserve Mechanic)
F5B Team Manager.
F3J Team Manager and Team.
Space Modelling Team Manager, Assistant Team Manager and Teams. (With the proviso that we take a long hard look at the make-up of future Space Modelling Teams.

CEO

The CEO reported that we had signed up to a new Lottery scheme through the CCPR. It is initially for a trial period of ten weeks. The money generated will go to support grass-roots Sport. It is called BINGO LOTTO and will be launched at the end of February.

Vice Chairman

He has been asked to Chair a sub-committee to look at and address the very low voting numbers in the process of the annual voting for the election of Officers and Technical Committees and to report back to the Executive by March. He had circulated a paper inviting Council members to comment on what they think of the voting process and an individual view as to how they think it could be improved and urged them to submit a response to him by the end of January, which will assist the sub-committee in their deliberations.

Honorary Secretary

The Honorary Secretary advised that the Development Officer is in the process of putting an article together for SAGA magazine. Having been in contact with the magazines' Feature Editor we have a little more idea of the content they expect in the article and hopefully we will be more successful this time, as the last article we submitted a year ago was rejected.

Reporting on behalf of Areas Council, the Honorary Secretary informed this Council so that it does not come as a complete surprise, that Areas Council will be discussing the concept of an alternative to the Website Forum, which ceased last year as a result of a Full Council directive and will be submitting a proposal to Full Council in due course.

2008 Contest Fees

FREE FLIGHT

<u>Juniors:</u>	All classes/all events	Free
<u>Season Tickets:</u>	Not available	
<u>Centralised:</u>	Day ticket	£5
	All classes included in day ticket	
<u>Area Centralised:</u>	Day ticket	£3
	All classes included in day ticket	
	Plus any Area site charge	
<u>Team Selection:</u>	Seniors	£15 per meeting or pre-entry for all 3 meetings for £35
<u>Nationals:</u>	Registration:	£8
	1st class	£6
	Subsequent classes	£6
	Unlimited classes	£25

F1E Meetings Same as Area centralised

FAIR Site charge only for all meetings including trials

CONTROL LINE

Juniors: All classes/all events Half price
 All Speed classes = one fee

Season Tickets: Not available

Centralised: 1st class £15
 All Speed classes = one fee
 Subsequent classes £10

Team Selection: All classes £15

Nationals: 1st class £
 All Speed classes = one fee
 Subsequent classes £
 Unlimited classes £

Nationals fees to be advised after the CL Nationals Planning Meeting on 9th February.

SCALE	RC	CL	FF	Indoor
<u>Juniors:</u>	Half price			
<u>Season Tickets:</u>	£50	n/a	n/a	n/a
<u>Centralised:</u>	£12	£10	£5	£10 registration + £3 per class entered
<u>Team Selection:</u>	£15	£15	n/a	n/a
<u>Nationals:</u>	£25	£15	£14	£10 registration + £3 per class entered

INDOOR

Juniors: Per day £3 per day

Season Tickets: Not available

Centralised: Per day £10

Team Selection: Per day £10

Nationals: Per day £10

An additional flying fee may be levied dependent on the cost of the flying site.

SILENT FLIGHT

Juniors: All classes/all events Half price

Season Tickets: F3J £32 [4] single day events

Centralised: F3B/F5B £10 [6] single day events
 F3J £10 [6] single day events
 F3F (200W) £ 5
 F3K £ 5

Team Selection: F3B/F5B £ }No trials, based on league positions
 F3J £ }

Nationals: F3B/F5B £ }TBC as soon as
 F3J £ }venue secured

RADIO CONTROL

RC Pylon (i/c)

Juniors: All classes / All events £ N/A
 Season Tickets: Not Available £ N/A
 Centralised 1st class £15.00
 Team Selection F5D Only £40.00
 Nationals 1st class £20.00 per event

RC Pylon (electric)

Juniors: All classes / All events £ N/A
 Season Tickets: Not Available £ N/A
 Centralised 1st class £15.00
 Team Selection
 Nationals 1st class £20.00 per event

Juniors: All classes / All events £ N/A
Season Tickets: Not Available £ N/A
Team Selection F3C £10 (per round / two rounds)
Nationals F3C £30.00
Nationals Sportsman's £20.00

Juniors: All classes / All events £ N/A
Season Tickets: Not Available £ N/A
Centralised F3A £22.00
Nationals £30.00

IMAC Aerobatics

Juniors: N/A
Season Tickets: TBA
Centralised: One Day £12.00
Two Day £15.00
Nationals: £28.00 TBC

An action was placed on R/C Power Technical Committee to check out the following with IMAC and confirm to the Office Manager:
Advise IMAC that they should not list non-member prices (*these have not been included in the above list*); Season Tickets are they available if so what cost, if not it needs to be made clear in the future and listed as N/A not TBA; Confirm Nationals fee.

British Record Claims

The Following British Record Claims were ratified.

Benjamin Jones, 89029, F3D Pylon, RAF Cottesmore 14th October 2007, Duration 0 Min, 58.82 Secs
Steve Crawford/Roy Vaughan, 58461/69977, British Goodyear Team Race – Final 200 Laps, Barkston Heath 27th August 2007, Duration 8 Min 51.0 Secs.

Re-assignment of Free Flight Trophies

The following recommendations proposed by the Records Officer were carried unanimously.

To change the class for the Eddie Cosh (No 94), Halifax (No 3), Astral (No 5), Peter Buskel (No 107) from F1C Power to F1C/F1Q Power.

To move the Nordic (No 110), the Mick Duce (No 80) and the Peter Buskel (No 107) from the 1st Team Selection to the East Anglian Gala.

PRO

The PRO advised that we are looking into the possibility of forming some kind of an association with RCM&F, an online forum, following an approach from them. They are a very well managed 'chat forum' that is used for dissemination of technical information, advice for people starting up etc. There is a wealth of experience in there and the majority are BMFA members. It is kept very tight and there is no mud slinging. It is a very productive forum.

The role of PRO has many aspects but he will be focusing mainly in helping the CEO with organising shows where the BMFA has a presence with the 'BMFA stand'. He urged anyone who has any ideas on PR opportunities to contact him. He will be only too pleased to listen and take ideas on board.

FAI Delegate

The FAI Delegate made a plea to Technical Committees that if they have any actions they wish him to put forward at the CIAM Plenary Meeting in March, to let him know by 10th March. Nick Neve FSMAE, FAI Delegate Alternate will be attending the meeting in his stead.

Top Gun 2008

A proposal was carried by a majority vote that TOP GUN 2008 is held as a late season event, provisionally at Leicester Airport, in the format of a normal model show with judges looking for the best pilot of the show. Keith Lomax will be co-ordinator.

Proposal that all classes of Free Flight Scale be made eligible for the Handley Page Trophy (122).

The above proposal was carried unanimously.

Proposal that all Juniors competing at any British National Championships will be given a Certificate to show that they competed.

The above proposal was carried by a majority vote.

Proposal that we adopt the JMA/GTBA Code of Practice for the operation of turbine powered models subject to amendments being agreed with the representatives from the BMFA, JMA and GTBA.

The above proposal was carried unanimously.

BMFA representatives are the Technical Secretary and Honorary Secretary. They will arrange a meeting with JMA/GTBA representatives to discuss and agree the amendments.

CAA

The Technical Secretary reported that the statement in CAP658 that flights can only be initiated if they can be safely made, which is part of the over 7kg category in CAP658, will be extended to cover all model aircraft.

Any queries regarding the legalities of 2.4GHz sets should be referred to the CEO.

SAFETY BULLETIN

EQUIPMENT ON 2.4GHz

There are two safety issues relating to equipment utilizing the 2.4GHz band that members should be aware of.

FUTABA 6EX TRANSMITTERS AND 7-TM MODULES.

It has been brought to our attention that there is a problem with a small number of the above transmitters and modules that have defaulted to the factory settings. In circumstances where two units have defaulted there is the potential for one set to control the others receiver, this has very clear safety implications for pilots using this equipment.

At this time Ripmax who are the importer for Futaba radio equipment are addressing the problem with a number of short term solutions. They have assured the BMFA that a more permanent "fix" to this problem is being investigated by Futaba.

The Ripmax website currently carries the following notice and owners of these sets are advised to check www.Ripmax.com for the latest information and advice before further use.

Futaba 6EX and TM-7 Important Notification

This notification affects only owners of the Futaba TM-7 module and 6EX FASST systems. Each FASST transmitter contains a unique eight digit identification code, programmed at the factory to identify the respective transmitter and to allow a receiver to be paired only to that radio's signal. Recently we have learned that a very small number of the TM-7 modules, and 6EX FASST systems were incorrectly coded with a common code number during the manufacturing process. These units were subsequently sold prior to our awareness of the situation.

If two or more units using this common identification code were to be in use simultaneously, they may cause interference with one another. Please note: Units which use the correct identification code will not be affected by these units.

We're extremely confident that this is not a widespread problem. However, to give you peace of mind that your system is not affected, we will soon be setting up test points at participating model shops throughout the country where you will be able to go to determine -- within a matter of seconds -- whether or not your transmitter is affected, at no charge to you. (We anticipate that all shops will have been advised and that this testing system will be starting in participating shops very shortly, so please contact your local shop to arrange testing.)

Precautionary Measures and Information (Revised 22-1-2008)

1) As with all radio control equipment, we strongly suggest that you pre-flight your aircraft thoroughly prior to flying.

When flying at a location with other FASST owners, particularly prior to all units having been checked, we suggest that prior to flying all models are turned on, then each transmitter is turned on (one at a time) to check for correct operation. If any interactions should occur, do NOT fly. Please return the transmitter/module to the Ripmax Futaba Service Centre immediately.

2) If other FASST owners arrive at the site, then they should turn their model on and ask each of the existing FASST owners to turn on their transmitters to confirm that none of the already tested transmitters operate the model. Once it has been confirmed that none of the other transmitters operate the model, it can be assumed that this transmitter will not interact with any other models either.

3) Each time that your transmitter is turned on, it is imperative that you allow the FASST system an adequate amount of time to thoroughly boot-up completely before shutting down the transmitter. The system requires at least five (5) seconds boot up time prior to turning off the power to the transmitter.

4) If the transmitter and receiver have lost their binding which required them to be re-linked, we recommend returning them to the Ripmax Futaba Service Centre for analysis. This is not expected behaviour and should be investigated accordingly.

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SPEKTRUM RECEIVER POWER REQUIREMENTS

Owners of early model Spektrum receivers should be aware of the potential for an extended "reset time" following a low voltage situation (below 3.5volts).

Information and detailed guidance relating to this issue can be found on the Horizon Hobby UK Website at <http://www.horizonhobby.co.uk/aeroonline/knews/knewsfs.html>

Receiver Power System Requirements

With all radio installations it is vital the onboard power system provides adequate power of 4.5 volts or more without interruption to the receiver even when the system is fully loaded (servos at maximum flight loads). Although this importantly applies to all kinds and sizes of aircraft it becomes especially critical with giant scale models that utilize multiple high torque/ high current servos. Inadequate power systems that are unable to provide the necessary minimum voltage to the receiver during flight loads have become the number one cause of in flight failures. Some of the power system components that affect the ability to properly deliver adequate power include: the selected receiver battery pack (number of cells, capacity, cell type, state of charge), switch harness, battery leads, regulator (if used), power bus (if used).

Consideration should be given to specification of the on-board battery(s) used to power radio and servos but remember to build in a good margin of error to compensate for unexpected load. Using a 6 volt power source will optimise that margin and help guarantee maintaining the level of voltage necessary to retain control of the plane.

While Spektrum's receivers' minimum operational voltage is 3.5 volts, it is highly recommended the system be tested per the guidelines below to a minimum acceptable voltage of 4.8 volts during ground testing. This will provide head room to compensate for battery discharging or if the actual flight loads are greater than the ground test loads.

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Care must be taken with the recommendation to use a 6 volt receiver power source.

It is known that some makes of servo are unhappy with higher voltages and may suffer from a shorter life expectancy. You should check out the specifications of the servos you are using on the manufacturer's websites for more information and do not use a 6 volt pack unless you are satisfied that your servos will operate safely with it.

If indications are that you should not use a 5 cell 6 volt receiver pack with the servos you have, then you should consider increasing the capacity of the receiver pack you are already using (i.e. use bigger cells) so that current drain will have less cumulative effect on battery voltage during a days flying.

Manny Williamson
Development Officer