



British Model Flying Association
CLUB BULLETIN

5th February 2009

Issue no 185

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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 28th February 2009 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 18th October 2008.
- 5 Matters/Actions Arising from the meeting on 18th October 2008 that are not included elsewhere on this Agenda.

- 6 To review August Reminder letter for Technical Committees (appended).
- 7 To review the set agenda for the first meeting of a Technical Committee each year (appended).
- 8 To appoint the current year representative to the Awards Committee.
- 9 To discuss the CIAM Agenda (**PLEASE MAKE SURE YOU BRING YOUR CIAM AGENDA WITH YOU**). to include:
 - F3 Aerobatics CIAM Sub-Committee Chairman: vacancy; GBR Nominees. (*Comp Sec*)
- 10 Nationals updates from the Power Nationals Co-ordinator and Technical Committees to include:
 - a To discuss any flightline problems
 - b Nationals Results requirements
- 11
 - i) To receive a proposal from R/C Power Technical Committee that Tech Council reviews Areas Councils decision regarding the Helicopter B Certificate.
 - ii) To receive a proposal from R/C Power Technical Committee to discuss the proposed Jet
- 12 To receive any reports from Technical Committees. (Preferably in writing and not concerning Agenda Items.)
- 13 To receive a report from the Competition Secretary to include:
 - a Receipt and ratification of any contests for next year's FAI Calendar.
- 14 To receive any reports from Council, Sub-committees or Elected Officers.
- 15 Any Other Business.

Report on the Technical Council Meeting held on 18th October 2008

Matters arising from March Tech Council meeting - Statement from P Halman

Shell oil for smoke

Health and safety. The shell Ondina oil is as benign as any mineral oil can be, there may be respiratory problems if the smoke is inhaled, there are unlikely to be any other side effects.

Smoke generation by model aircraft fuel.

This matter mainly concerned F3C. At the CIAM Plenary meeting I spoke to the chairman of the CIAM F3C subcommittee about possible ways to reduce the smoke emissions from F3C models. His preferred solution is to suggest to pilots that they choose a low smoke fuel, some of which are sold in the USA. While this may be an acceptable solution in the USA I don't believe that it is a world wide solution.

The Chairman (Technical Secretary) advised that he will be adding an entry in the members' handbook to cover this issue.

R/C Power commented that we should be recommending avoiding use of diesel at all costs for smoke generation. The Chairman said that anything that impinges on pilots or spectators must not be done. We cannot ban it but we can strongly advise that smoke is not allowed in those circumstances. There are times when it is quite safe. The handbook entry will advise that there are alternatives to diesel.

Ways of implementing a system to check oil content in fuel was debated. R/C Power reported that the concept of an optical device which could measure the density of the smoke coming out of the exhaust was being investigated, however unfortunately the gentleman who was doing it is no longer with us.

The consensus is the only worldwide body that can have any influence on the manufacturers is CIAM and it would help if we could get the other National Bodies on board with some kind of a campaign. It would help if we could get something through CIAM and F3C to start with. It was suggested F3C might need to consider a rule change that organisers have to supply fuel at competitions.

The Competition Secretary, in her capacity as CIAM Technical Secretary, will raise the issue at CIAM Bureau to set the wheels in motion. This could then lead the way for F3C to submit a Rule Change to CIAM.

Set Agenda for the first meeting of a Technical Committee each year.

The following proposal was carried unanimously.

Item 1 Election of Officers, Co-options and Acceptance of Specialist Body Representatives – Items (f), (g) and (h) are moved up to below © and that the italics paragraph is modified to suit.

R/C Nationals 2008 de-brief reports

The Competition Secretary outlined the background regarding a complaint she had received from Club 2000 with regard to the flying schedule at the Power Nationals this year.

R/C Power provided an overview of the situation. Club 2000 are a separate organisation from BMPRA. They have not attended any of the BMPRA AGMs for the last two years, nor paid any affiliation fees to BMPRA. They have therefore not taken the opportunity to express their views to the BMPRA, which is the organisation that runs the flight line at the Power Nationals.

He believes if they had a complaint the first thing they should do is take it up via that route before raising it with anyone else. They have neglected to do this in this instance. From what he can determine the issue they have raised does not seem to hold any credence. Whilst the timing of the slots may have moved around a little the proportion of time allocated to Club 2000 as opposed to the other Pylon Racing disciplines does not seem to have changed significantly at all.

Geb Jones, BMPRA Representative handed out copies of a breakdown of the flying schedule for Pylon events at the 1998, 2004, 2007 and 2008 Power Nationals, and provided a brief résumé in relation to the document.

With the aim of preventing a similar situation arising in the future R/C Power Technical Committee will attempt to facilitate a dialogue between Club 2000 and BMPRA. They will write to Club 2000 and suggest to them quite strongly that they should go along to the BMPRA AGM.

BMPRA have invited Club 2000 to attend their AGM who have indicated they would be attending.

The following proposals were carried unanimously.

FAI Rule Changes

1st Clarification

Instruction: To amend paragraph a) as shown,

4.1.16 Number of Timekeepers and Judges

- a) The time shall be taken by either three timing officials equipped with 1/100-second resolution digital stopwatches or by an optical electronic system with equal or better resolution or accuracy. For World and Continental Championships ~~this system must be duplex so that the duplex system serves as the required backup system.~~ **there must be two electronic systems. One system shall be designated the primary system and the speeds from this system shall be used for classification purposes. The other system shall be designated the secondary system and shall be the required back-up system. Only in cases where there is a failure of the primary system may the speeds from the secondary back-up system be used for classification purposes.** For other contests, the required backup for a single system may be by some other electronic device or by two manual timekeepers.
- b) Speed judges, at least two in number, shall be responsible for observing the conduct of the pilot and the altitude of the flight.
- c) For World and Continental Championships, a senior judge shall be appointed to supervise the conduct of the timekeepers and judges.

The senior judge shall be selected from a list of persons who are nominated by NACs for their proficiency and experience and approved by the CIAM.

Reason

The clarifications are to make very clear that two electronic systems are mandatory for World & European Championships. It is necessary to designate primary and secondary systems so that the speeds for classification are always taken from the primary system unless it has failed in some way, in which case they are then taken from the secondary system.

2nd Clarification

Instruction: To re-structure and re-number the paragraphs with deleted and inserted text as shown.

4.1.17. ~~Classification~~ **Timing**

- a) The individual times recorded by each timing official and/or by an optical electronic system shall be recorded in writing and retained by the senior judge or other official.
- ~~b) Times recorded should be handled as follows:~~

Manual Timekeeping

- (i)** ~~In the case of manual timekeepers,~~ The mean time of the three stopwatches shall be ~~used~~ taken to calculate the result ~~unless~~.
- (ii)** **In the case where** one of the stopwatch times differs from the closer of the other two by more than 12/100 seconds, or the official reports that he made a mistake, ~~In this case~~ **then** the mean time shall be calculated from the other two stopwatch times.
- (iii)** **In the case where** two stopwatch times differ by 12/100 seconds from the middle one, or two officials report **that they made mistakes** a mistake. ~~In this case this fact should~~ **then this must** immediately be reported to the competitor or his team manager. The competitor then has the choice of using only the remaining stopwatch time to calculate his result or ~~to be allowed an~~ **he may take a replacement** attempt. His decision must be given to the F2A Circle Marshall without delay, and is irrevocable.
- (iv)** No rounding off of decimals should be made when calculating the mean time. The time thus obtained for calculating the speed should be recorded and retained.
- (v)** The result of the speed in km/h shall be calculated by dividing 3600 by the time according to 4,1,17 b), and then taken to the nearest lower 1/10 km/h.

Electronic Timing with Manual Backup

- (i)** The recorded speed in km/h shall be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the electronic system for the result.
- (ii)** ~~In the case of an optical electronic system,~~ The senior speed judge shall check the result by looking at the logged individual lap times of the official flight, as well as the laps before and after the official flight. If there is any anomaly, the backup system shall be consulted. If the backup system is manual and both timekeepers report a mistake (they may have timed one lap short), or if the backup system is electronic and it shows an anomaly, or if both electronic systems fail, then the competitor shall be given a replacement attempt.

~~If the backup time, either manual or secondary electronic, is within 12/100 of the primary system time, the primary system time is used. If the backup time, either manual or secondary electronic, differs by more, but is in itself consistent, its time should be used.~~

- (iii)** **In the case where the electronic system does not return a clear time and speed then the mean of the two backup stopwatches shall be used to calculate the result.**
- (iv)** ~~If an uncertainty in excess of 12/100 seconds remains,~~ then the **In the case where the two backup stopwatches differ from each other by more than 12/100 seconds, then this must immediately be reported to the competitor or his team manager. The competitor then has the choice of using the slower stopwatch time to calculate his result or may take a replacement attempt.** His decision must be given to the F2A Circle Marshall without delay, and is irrevocable.

Electronic Timing with Electronic Backup (Primary & Secondary Systems)

- (i)** The recorded speed in km/h is to be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the primary system for the result.
- (ii)** **In the case where the primary system does not return a clear time and speed, then the recorded speed in km/h shall be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the secondary system for the result.**

(iii) In the case where the primary and secondary systems both fail to return a clear time and speed, then the competitor shall be given a replacement attempt.

b) Replacement attempts shall be scheduled to take place within one hour of the original attempt.

Reasons

- (i) To properly title and logically structure the paragraphs to make them easier to understand.
- (ii) To clarify the timing procedure in the case of the three permitted variations of timing techniques including the handling of the backup systems.

3rd Clarification

Instruction: Create a new paragraph 4.1.18 and insert two paragraphs from the existing 4.1.17.

4.1.18 Individual Classification

- a) The best speed attained during the three flights is used for classification. In case of a tie, to separate the fliers, the second best speed, and if still a tie, the third best speed is used.
- b) The three first positions are subject to rechecking of the declared model aircraft characteristics.

Reasons

To clearly show the individual classification procedure.

F2D FAI Rule Change

4.4.5 Characteristics of a Combat Model Aircraft

No carbon fibre may be used in the construction or repair of the models used in F2D and F2E combat.

Reason;
SAFETY.

This is a safety measure aimed at preventing injury.

Composite structures reinforced with carbon fibres are liable to split into sharp pieces following collisions or crashes. These pieces can easily cause puncture wounds to pitmen during combat bouts or to members of the public who may use the same grassed areas for other sporting or leisure activities. The rule is proposed now, as an urgent safety measure, and in order to stop the inevitable move to all combat models being made with carbon composite structures. The rule should come into force w.e.f 1 January 2010.

F3C FAI Rule Change

Introduction

All the proposed F3C rule amendments with the exception of 5.4.3, are necessary given what happened at the 2008 European Championships in France.

1st rule change:

Instruction: to change paragraph a) as shown.

5.4.3. GENERAL CHARACTERISTICS

AREA: The swept area of the lifting rotor cannot exceed 250dm². For helicopters with multiple rotors whose rotor shafts are more than one rotor diameter apart the total swept area of both rotors cannot exceed 250dm². For helicopters with multiple rotors whose rotor shafts are less than one rotor diameter apart the swept area of both rotors (counting the area of superposition only once) cannot exceed 250dm².

a) WEIGHT: The weight of the model aircraft (~~without~~ **with** fuel **or** ~~with~~ batteries) must not exceed ~~6~~ **6.5** kg.

Reasons

5.4.3 – The proposed amendment to para a) is to eliminate the inequality between ic and electric powered helicopters in the current rules where ic helicopters have a maximum weight *without fuel* and the electric powered helicopters have a maximum weight *including batteries*. The increase of 0.5 kg in the maximum weight will balance the maximum weight realistically for both ic and electric powered helicopters/

2nd rule change:

Instruction: to change the first paragraph and paragraph c) as shown.

5.4.9. DEFINITION OF AN OFFICIAL FLIGHT

There is an official flight when the competitor is officially called. The flight may be repeated ~~at the Contest Director's discretion when~~ if, for any unforeseen reason outside the control of the competitor, the model aircraft fails to make a start such as:

- a) The flight cannot safely be made within the allowed time limit.
- b) The competitor can prove that the flight was hindered by outside interference.
- c) Judging was impossible for reasons beyond the control of the competitor (model aircraft, engine, or radio failures are not considered to be outside the control of the competitor). In such cases the flight ~~may~~ **shall** be repeated as close to the published flight time as possible. ~~immediately after the attempt, during the same round or at the end of the round, at the discretion of the Contest Director.~~

Reasons

The proposed amendment to both paragraphs is to remove the discretion of the Contest Director. Express discretion should not be a part of formal rules. The amendment to paragraph c) is to remove uncertainty from the timing of a second attempt and to prevent disruption to the flight order times at 5.4.12.

5.4.9 DEFINITION OF AN OFFICIAL FLIGHT.

The wording was slightly confusing however it was agreed the Rule Change would be put forward as is and the Competition Secretary would look at it at a later date to clarify the wording better.

3rd rule change: (Includes typo section a) second line changed to B.11.)

Instruction: to re-structure and standardise the sub-paragraphs as shown and to add paragraph numbers; to structure the first sub-paragraph as the following ones; to add a new first paragraph to the Flight Order sub-paragraph.

5.4.12 ORGANISATION

- a) TRANSMITTER & FREQUENCY CONTROL
See VOLUME ABR, Section 4b, Paragraph B.11.
- b) FLIGHT ORDER

The flight order must be published with official flight times for each competitor and including judges' breaks and meal breaks. Neither the published flight order nor the flight times may be changed and the flight times must be adhered to as closely as possible and no flight time shall run earlier than published without prior agreement between the pilot and the organiser.

(i) Preliminary Rounds

The flight order for the first preliminary round will be determined by a random draw, taking into account that frequency will not follow frequency and team member will not follow team member of the same team. The flight order for preliminary rounds two, three and four will start at the first, second and third quarter of the initial order.

(ii) Fly-Off Rounds

The flight order for the first fly-off round will be established by a random draw, **taking into account that frequency will not follow frequency and team member will not follow team member of the same team.** The flight order for the second and third fly-off rounds will start at the first and second third of the initial order.

- c) PREPARATION TIME

A start circle 2m in diameter will be provided away from the flight line, spectators, competitors and model aircraft (see FIGURE 5.4.A).

A competitor must be called at least 5 minutes before he is required to enter the start circle. When the previous competitor's flight time reaches 6 minutes the flight line director ~~can~~ **may** give the signal to start the engine.

The competitor is given 5 minutes to start the engine and make last minute adjustments. The model aircraft may only be hovered in the start circle up to eye level (Eye Level = EL = skids/landing gear are at eye level of the pilot) and must not be rotated beyond 180° left or right relative to the competitor. If the model aircraft is rotated beyond 180° the flight is terminated. The competitor in the start circle must reduce his engine's speed to an idle when the preceding competitor has completed the eighth manoeuvre. If the competitor is not ready after the 5 minute preparation time, he is allowed to complete

his adjustments in the start circle; however, his flight time will have started at the end of the 5 minute interval.

d) FLIGHT TIME

The flight time of 11 minutes begins when the competitor's model leaves the start circle with the permission of the flight line director and the judges. If the allotted time expires before a manoeuvre is completed, that manoeuvre and all remaining manoeuvre(s) will be scored zero.

e) RESTRICTIONS

After starting the model in the start circle the model must be flown at EL to the helipad along the model entry path shown on the Contest Area Layout (Figure 5.4.A). The pilot may test hover the helicopter on the helipad and reposition it, before announcing the start of the first manoeuvre, to accommodate wind conditions. If the engine stops the flight is terminated.

f) INTERRUPTION OF A COMPETITION

In extraordinary weather conditions or if the wind component perpendicular to the flight line exceeds 8ms/s for a minimum of 20 seconds during a flight, the competition must be interrupted. The flight will be repeated and the competition continued as soon as the wind subsides below the criterion. If the wind does not subside before the round is completed, the entire round will be dropped. The determination will be made by the organiser with concurrence of the FAI Jury.

Reasons:

Paragraph b): to prevent the organisers from changing the published flight order and to make mandatory published flight times so that the pilot may know when to present himself ready for calling to the start circle (paragraph "Preparation Time").

Additionally to make it easier to distinguish between the draw for flight order, and to standardise the criteria, for the preliminary rounds and the fly-off rounds

Paragraph c): to relocate an existing paragraph to a more appropriate place in the sub-paragraph.

Paragraph f): to give the same instructions and resolution for "extraordinary weather" as are given for "[excessive] wind speed" as extraordinary weather can affect the round in the same way as can excessive wind speed.

Note: Paragraph d) with the double bars shows the increased flight time agreed at the 2008 Plenary meeting and effective January 2009.

The Chairman proposed the following change to the wording:

Bold and underlined text, second line delete "including"; last line add after the word "pilot" "or his Team Manager."

Seconded by Free Flight
Carried unanimously

FAI Rule Changes

Model Engine Marking.

Vol ABR, Para B 16.11 For categories F2,F3 (except F3A) and F4.

Transmitter Control.

Vol F4, Para 6.1.12 Organisation of Scale Events

The flight order of the competitors will not be changed unless, in the case of R/C events, the organisers need to do so to avoid frequency clashes. The aim being to provide sufficient flexibility in frequency sequencing to allow a competitor to make use of his transmitter, at the latest, by the time he enters the No.1 ready box. There shall be no substitution of one team member's slot for another team member's

Changes to above underlined wording as follows -

Final paragraph, change to underlined sentence. Second line delete "The aim being to provide". Add the following words after "sequencing", "must be provided"

END OF RULE CHANGES

FAI/CIAM Technical Sub-Committee and Judges were ratified.

Report on the Full Council Meeting held on 10th January 2009

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 Team Manager, Assistant Team Managers and Teams for World/European Championships 2009.

F1A, F1B, F1C Team Manager, Assistant Team Manager and Teams
F4C Team Manager and Team
F2A, F2B, F2C, F2D Team Manager, Assistant Team Manager and Teams
F3A Team Manager and Team
F3C Team Manager and Team
F3D Team Manager and Team
F1D Team Manager
F1E Team Manager, Assistant Team Manager and Team
F3J Team Manager and Team
Space Modelling Team Manager and Team

CEO Report

Membership is going very well this year. As of close of play on Friday we had just short of 18,500 members. The CEO took the opportunity to thank all the girls in the office for the hard work they have put in, in turning the membership around so efficiently.

One of the developments this year is that we have moved from tractor-feed stationery to laser-printed membership cards, which means it is much quicker for us to process. We invested a reasonable sum of money in a high output laser printer which has reduced printing time considerably.

We are up and running and using the new database. There are still a number of features which we are not yet using to full potential but we are using the elements of it required to process membership, which is working reasonably well.

Since the last meeting a delegation made a visit to RAF Cranwell to hand over our cheques to the Benevolent Fund from proceeds from the various National competitions.

All the bookings submitted for the use of Barkston for 2009 have been approved.

The AGM went very well. The ballot arrangements for this year worked particularly well with the printing of the forms and the running of the ballot being contracted out to Electoral Reform Services.

We are in the final stages of talks with a new sponsor for Flight Challenge, who is coming on board for 2009 and hopefully in the future also.

The Development Officer has been working for some considerable time cultivating links with the Royal Navy which have finally come to fruition. They are looking at a substantial level of sponsorship and also the use of their extensive PR and advertising mechanisms.

Hopefully there will be some representation by Senior Naval Officers in their uniforms at the Flight Challenge this year. There is also the possibility of them flying in one of their Merlin Helicopters for the children to have a look at. This is obviously subject to approval of Duxford.

A date has not been formally set for Flight Challenge with Duxford yet.

Royal and Sun Alliance have agreed sponsorship again for University Challenge for 2009 however they have said it would be the final year. We are in negotiations with an alternative sponsor for this event.

The CEO was contacted by David Lloyd-Jones with regard to all the archive plans that are now under the ownership of My Hobbies. David Lloyd-Jones explained the position with regard to the future of these ex-list plans and whether there is anything the BMFA could do to ensure that these plans, which are in effect our heritage, live on.

Council were in agreement with the sentiments expressed by the CEO, that we would not like to see anything happen to the plans however they do belong to somebody else and we have no legal right or entitlement to them.

The Archivist volunteered and Council were in agreement, that she approaches My Hobbies to ascertain if they would be willing to donate the plans.

London Area asked the CEO whether there was an increase in receipt of ballot papers this year. The CEO confirmed that we received 1,683 returns, compared to just over 200 the previous year.

North West raised a point that if there is anything of interest to do with aeromodelling / aeromodellers worth noting that Council are kept informed.

The CEO suggested that the main source for information is the website. If anybody has any information they feel is worth publishing they should let him know and it could be placed on the website.

Chairman Report

The Chairman reported that the CEO had covered most things with which he has been involved conjointly.

The AGM was the main item he was involved with, all of which he thought was a complete success. He had received a very positive response. He took the opportunity to thank everybody involved for making it such a success.

A question was asked why the venue is being changed for the 2009 AGM. It was explained that there were several reasons why we took the decision to re-locate but mainly because we require more space to accommodate the increasing numbers who attend the dinner and prize-giving.

The visit to Cranwell to present the cheque for the RAF Benevolent fund went very well and hopefully has gone some way to cementing our relationship with the relevant personnel and will help with future negotiations for use of Barkston Heath.

Vice-Chairman Report

The Vice-Chairman reported that he thoroughly enjoyed carrying out his duties at the annual dinner and prize-giving. He thought the atmosphere in the evening was very positive and enjoyable. What is a lot of hard work for people behind the scenes was well rewarded by the reactions.

He attended the annual meeting with the CAA in December. One of the issues discussed at the meeting which he had some involvement with was the aerotow regulations.

It raised an issue of a 'grey area' of non-regulation for gliders between 20 and 80kg. This would be covered in more detail in the Technical Secretary report.

There was also a debate about a known member of the LMA who was circumventing the exemption process and what could be done about it.

More particularly he wanted to highlight that there was a suggestion from the CAA to introduce some kind of financial transaction for the issuing of Exemption Certificates for events.

Their suggestion was that there should be some factor of the public entry entrance fee. We feel that is not the way to go and it has been referred back to us to come up with some tentative ideas as to how we should meet the request. We will be discussing the matter and will take our findings back to the CAA in December 2009.

He also attended the first meeting of the SFTC and was appointed as Treasurer.

There was a meeting of the Safety Review Committee which he was unable to attend. Peter Christy deputised as Chairman of the meeting.

A full report and action points were produced from the meeting and were distributed at the AGM. Copies are also available today if anybody would like one.

One of the topics discussed at that meeting was safety issues at events, which generated the following proposal.

That the BMFA Development Officer be given the authority himself, or via delegated experienced observers, to attend a BMFA Club, Area or affiliated bodies events to observe that such events, insured by the BMFA, are conducted at a satisfactory level of safety so as to ensure that the BMFA insurance arrangements are safeguarded. The observer should report the findings to the BMFA Executive with recommendations as appropriate. If of sufficient concern, the observer is empowered to make recommendations to the event organisers while at the event. Such visits may be either with or without notice.

The above proposal was carried by majority vote.

The Technical Secretary emphasised that this proposal only applies to events that the BMFA are sanctioning and therefore insuring. The Technical Secretary commented that we have a very good set of rules, and guidelines for organisers to follow.

The problem in many cases is that they are not being followed. It is not up to us to put more rules in people's way but if organisers are not following the regulations and guidelines laid down by the CAA, how can we answer an insurance query if there is an incident at one of the events.

This proposal is the only leverage we have, which will show the Contest Directors that if they do not follow the guidelines, insurance may not be given.

Peter Christy said he wanted to stress that the main area of concern raised at the Safety Meeting was in relation to large public events, where there is a lot of demonstration flying taking place and some large or fast models being flown and there is an element of risk involved if they are not conducted properly.

The two main observations emanated from the debate were: Should it apply to public and large events only; Should there always be prior notification.

The Vice-Chairman commented that the pure intention is that it should safeguard the financial interests of the membership by not jeopardising the insurance process. That is the only leverage we have.

Peter Christy advised that the issue was raised at the Safety Meeting as a result of several emails he had received from members of the BMFA who were concerned about flying they had seen taking place at shows. In view of that it seems only sensible that some sort of action needs to be taken to prevent reoccurrences.

Archivist Report

Copies were also made available of a list of SMAE & BMFA Archives which the Archivist had prepared and which covers the work she has undertaken since taking on the responsibility of Society Archivist. It also includes a list of some of the items held by Tim Wescott.

The Archivist informed the meeting that the cabinets we had commissioned to house the newly obtained Yulon and Mills engines donated from Bud Brautlecht, are now in our possession and available to have a look at if anybody felt inclined.

The Archivist made a plea for more money, more space, more time and more help.

Indoor offered his help. He also advised that he had copies of the 1965 Nationals at RAF Euston which he would send to the Archivist.

Technical Secretary Report

He is currently working very hard in producing the 2009 Rule Books.

He brought to the notice of the meeting the document he had circulated, the 'Code of Practice for the Operation of Gas Turbine Powered Model Aircraft' and referred to a section of the document which he believes requires a change of wording. It includes a proposal to change the wording together with his reasoning for the change.

Current wording:

B.2.2.2

In the event of loss of signal the failsafe must be set so that, after a maximum of 3 seconds the engine will go to idle or shut down. The use of idle as the failsafe setting must be authorised by the event organiser. The event organiser may also specify a shorter delay time.

The Technical Secretary proposed that the current wording for B.2.2.2 noted above be itself replaced by the following:

B.2.2.2

In the event of loss of signal the initial failsafe setting must be that the engine will either go to idle or shut down, depending on the pilot's wishes.

If the engine is set to idle on initial failsafe then, after a maximum of 3 seconds, the engine may either remain at idle or shut down, depending on the requirements of the event organiser. However, the use of idle as the 'post 3 seconds' failsafe setting must be authorised by the event organiser. The event organiser may also specify a shorter delay time.

The above proposal was carried by a majority vote.

2009 Contest Fees

FREE FLIGHT

			Notes
<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	
<u>F1E Meetings</u>	Same as Area centralised		
<u>FAIR</u>	Site charge only for all meetings including trials		

CONTROL LINE

			Notes
<u>Juniors:</u>	All classes/all events	Half price	All Speed classes = one fee
<u>Season Tickets:</u>	Not available		
<u>Centralised:</u>	1st class	£15	All Speed classes = one fee
	Subsequent classes	£10	
<u>Team Selection:</u>	All classes	£15	
<u>Nationals:</u>	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

<u>Juniors:</u>	Per day	£3 per day
<u>Season Tickets:</u>	Not available	
<u>Centralised:</u>	Per day	£10
<u>Team Selection:</u>	Per day	£10
<u>Nationals:</u>	Per day	£10

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

SILENT FLIGHT

			Notes
<u>Juniors:</u>	All classes/all events	Half price	
<u>Season Tickets:</u>	F3J	£32	[4] single day events
<u>Centralised:</u>	F3B/F5B	£10	[6] single day events
	FJ	£10	[6] single day events
	F3F (200W)	£ 5	
	F3K	£ 5	
<u>Team Selection:</u>	F3B/F5B	£ }	No trials, based on league positions
	FJ	£ }	
<u>Nationals:</u>	F3B/F5B	£ }	TBC as soon as venue secured.
	FJ	£ }	

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

RC Helicopter

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

R C Aerobatics

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

IMAC Aerobatics

Juniors: TBA
Season Tickets: TBA
Centralised: One Day TBA
Two Day TBA

Proposal from the Competition Secretary to amend the BMFA General Rules to include World Air Games National Selection Events.

Carried unanimously

The reason for the proposal is that there are specific rules that the WAG Committee applies and the NACS that hold any WAG National Selection Events have to comply with and make sure that the organisers or CDs of those events also have to comply. We do not have anything in our rule book because this is so new.

We held the first WAG selection event in November. Two people have been selected from that with a third one probably going forward.

Comp Sec Report

The availability of RAF Cottesmore has been uncertain. We have been given an unofficial warning that Cottesmore would not be available for model flying this year. The Competition Secretary has written twice to the Station Commander and received no reply.

This has a grave impact on F3D and a serious impact on F3A Aerobatics and Control Line F2A,B,C,D. It is essential we find some new venues. She has exhausted all the suitable sites that she has been made aware of over the last couple of years.

The Competition Secretary made a plea to everyone to look out for any suitable sites.

Some Technical Committees are still not submitting the full information for Team/Team Manager proposals, which is a Full Council requirement i.e. Name, BMFA number, Club or Country Member as well as the full name of the Championship and the venue including the dates of the Championships.

The Competition Secretary and the Office would be very grateful if they followed the correct procedure in future.

Records Officer Report

The Records Officer referred to the Stephen Hannon Record Claim deferred from the September Council Meeting and apologised for the delay in the ratification of this Claim.

He did have some reservations with this Claim but was subsequently provided with the necessary advice relating to the equipment used. The Record Claim was duly ratified:

Stephen Hannon, 37996, R/C Thermal Soaring Glider – Alt, Fish Meadow 27 July 2008, Altitude 690m

The following British Record Claims were also ratified.

Matthew Hart, 30844, Jet Speed, Barkston Heath 25th August 2008, Speed 200.67

Bob Bailey, 002479, F1L, RAF Digby 19th September 2008, Duration 14 mins 2 secs

Bob Bailey, 002479, F1D, RAF Digby 21st September 2008, Duration 28 mins 28 secs

Benedykt Klejnow, 140191, S9A Gyrocopter, Barkston Heath 20th September 2008, Duration 5 min 8 secs

Jeffrey Ott, 21361, R/C Rocket Glider, Barkston Heath 21st September 2008, Duration 30 mins 0 secs

PRO Report

Last year he put a lot of effort in to trying to support the BMFA stands at various shows, providing assistance, guidance etc. so that we do have representation.

It is really important that we keep avenues open for the 36,000 members to talk to people in the Association; find out what is going on and why we do things the way we are and to give us their ideas as to how we could move forward.

He attended a couple of meetings; Education and R/CPTC and thanked the relevant meeting Chairmen for the welcome he received. He wanted to try and get some understanding of how those bodies operate and to improve his awareness.

He implored anyone who has ideas or needs assistance, to contact him.

FAI Delegate Report

The FAI Delegate advised that the Executive, at their meeting the previous day, have authorised the purchase of a new box for the Jack North Trophy. As he has been charged with arranging for the safe-keeping of the Trophy he will be making arrangements for a new box to be made.

The Competition Secretary asked if the FAI Delegate could inform the FAI of the arrangements we are making for the Jack North Trophy.

The following proposals were carried.

i) From Control Line Technical Committee that the following is added to the General Rules and the Members' Handbook.

"If any model aircraft is built using composite materials or parts then it is ~~necessary~~ essential to be particularly diligent in picking up any debris after a crash or mid-air collision."

A drafting amendment was made as marked with underline and strikethrough.

ii) From Indoor Technical Committee that the wording of the rules for attempts to win the Humbrol Place for indoor duration models be changed to the following:

"In order for a flight to be eligible to win the Humbrol Plate, the following must apply:

A. 2 independent timekeepers must be used.

B. Domestic flight times must be recorded on a normal BMFA flight card and signed by both timekeepers.

C. Attempts can be made during BMFA sanctioned events/contests that have been fully publicised by the BMFA or in Open Internationals/Continental and World Championships.

D. Any ~~class of~~ indoor duration model can be used.

A drafting amendment was made to the above as marked with strikethrough.

RAeC Delegate

In order both to be accepted in FAI events and also to be considered for any sort of funding or assistance from UK agencies and authorities, all Associations are advised to accept the principles of the World Anti-Doping Agency (WADA). The FAI has a draft of its anti-doping rules which he has passed on to the CEO.

Control Line believes we should seriously be considering putting in place a policy to cover drug banning in the UK in case the situation arises in the future.

The Chairman accepted this is something that should be considered for discussion by the Executive and would include it on the next Agenda.

AGENDA ITEM NEXT EXECUTIVE MTG – To discuss anti-doping rules.

CAA Team

As briefly reported earlier by the Vice-Chairman with regard to Aero-towing exemptions with over 7kg models outside controlled airspace, we are very close to a resolution. We are waiting for CAA approval of the modifications to the document submitted by us.

This will then give us the power to be the 'Agent'. It is fairly clear that the CAA is wary about making prosecutions unless they have 'cast iron' cases. However we have put a case before them and it is possible they will be taking action.

Also discussed at the CAA meeting was Gliders over 20kg. We have always assumed that Gliders over 20kg come under Full-size Glider regulations. However what has come to light is that the EASA regulations only go down to 80kg therefore Gliders in the weight range between 20 and 80kg are effectively still unregulated other than the endangering rules.

With regard to the screening on You Tube of the flying over the Severn Bridge, as previously mentioned the CAA is very wary about making a prosecution without securing a cast iron case for endangering.

The alterations to the ANO with regard to disassociating Sport and Recreation from Commercial data-gathering, has been deferred.

Computer Sub-Committee

The map reference section for the new database has now been added. The Technical Secretary said this now enables him to progress the Google map service on the website.

We have been receiving complaints regarding the Classified Ads site. Some people are experiencing problems with registration and are not being given any warnings or explanations. Also that the website was shut down over the Christmas period. Neither the CEO nor Tech Sec was aware that the Classified Ads site was off-line.

The Technical Secretary explained that some of the problems with registration are that people are trying to register with web-mail addresses. The Terms of Reference (TOR) for the site, which was set in place by the webmaster two years ago, say that web-mail addresses are not allowed.

It is only now that we have appointed moderators who have been sufficiently under pressure from scammers using web-mail addresses we have taken the trouble to take them all off. The situation is that not everybody with a web-based address is a scammer but the majority of scammers have web-mail addresses. We are in a situation where all we can do is remove the web-mail addresses as required by the TOR.

The warning that the TOR was going to be enforced was placed on the front page of the Classified Ads site. The CEO will check out whether the warning does appear on the site

Another problem has been with people having multiple accounts, which also appears in the TOR that this is not accepted.

The PRO advised that discussions at Executive took place about the possibility of introducing alternative means of authentication. This would entail basically linking membership to BMFA number, name, postcode and using that as our master to prove who an individual is. That is the single biggest problem we have. If we can track the person we can deal with their behaviour.

We will be talking to the webmaster in the near future about a security upgrade in the Classified section which will require re-registration of all members. This is not unusual on big security upgrades. This means we will be in a position to say what the registration requirements will be.

The CEO commented that we need to bear in mind that the way the system was set up was to deal with a situation that was in place two or three years ago and the increase in traffic and growth on the classified section has gone up exponentially.

SAFETY NOTICE

SPEKTRUM DX6i 2.4GHz TRANSMITTERS

We have been notified by Horizon Hobby UK who are the importers of Spektrum radio equipment that they have identified a potential fault in some DX6i 2.4GHz transmitters.

Owners of these sets should visit www.horizonhobby.co.uk and view the news page for further information.

Manny Williamson
Development Officer

SERVICE NOTICE

JR MACGREGOR DSX9 TRANSMITTER

MacGregor Industries Ltd has issued a Service Notice in relation to the above transmitter. This notice relates to a simple mechanical modification to prevent possible chafing of the stick wiring on one channel.

Owners of this transmitter should visit www.macgregor.co.uk/Support/dsx9_wiring or contact the MacGregor Service Department on 01628 760430 for a printed copy.

Manny Williamson
Development Officer