



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

24<sup>th</sup> September 2010

Issue no 198

**WHY NOT CHECK OUT THE INFORMATION ON  
[www.bmfa.org](http://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 16<sup>th</sup> October 2010 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)

**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 13<sup>th</sup> March 2010.

- 5 Matters/Actions Arising from the meeting on 13<sup>th</sup> March 2010 that are not included elsewhere on this Agenda.
- 6 To review the set agenda for the first meeting of a Technical Committee each year (Current issue appended.)
- 7 Hon Sec reminder to Technical Committees of their responsibility to send in the Technical Committee's Annual Return immediately after their first Committee meeting after the BMFA AGM.
- 8 To receive proposals for FAI Rule changes: (Full proposals appended)
  - a Amend Volume ABR 1.4.2 Weight.
  - b ABR Section 4B - B.11. Radio Control, B.11.2, ABR Annex A.1a Guide for Submitting a Bid to Plenary to Host a World or Continental Championship.
  - c F3K new para – 5.7.1.5 Penalties
  - d F3K 5.7.2.3 Change of model glider
  - e F3K 5.7.3.2 Start and landing field
  - f F3B 5.3.2.2 Launching
- 9 To ratify the following British Record Claims:
  - a Name Paul Eisner – BMFA No 57093  
 Class CL 0.15 Speed  
 Site Barkston Heath (Nationals) Date 30<sup>th</sup> August 2010  
 Speed 201.00 Handicap 100.45%
  - b Name Chris Barker / John Cuthbert – BMFA No 51784 / 51781  
 Class F2CN  
 Site Barton MFC Date 31<sup>st</sup> May 2010  
 Time Heat 3 mins 43.6 secs
  - c Name Chris Barker / John Cuthbert – BMFA No 51784 / 51781  
 Class F2CN  
 Site Barkston Heath (Nationals) Date 30<sup>th</sup> August 2010  
 Time Final 7 mins 32.1 secs
- 10 To receive **FAI/CIAM Technical Sub-Committee List** recommendations from Technical Committees.

**R/C Power** to be received at the meeting

**Scale** to be received at the meeting

**Free Flight** to be received at the meeting

**Control Line** to be received at the meeting

**R/C Silent Flight** to be received at the meeting

**Space Modelling** to be received at the meeting

- 11 To receive **FAI/CIAM Judges List** recommendations from Technical Committees:

**R/C Power** to be received at the meeting

**Scale** to be received at the meeting

**Control Line** to be received at the meeting

**Space Modelling** to be received at the meeting

- 12 Barkston Heath Bookings 2011.
- 13 To receive de-briefing reports on this year's National Championships from Technical Committees & the Power Nationals Co-ordinator. (Reports should be brief, preferably in writing & in advance.)
- 14 To receive any reports from Technical Committees. (Reports should be brief, preferably in writing & in advance and not concerning Agenda Items.)
- 15 To receive a report from the Competition Secretary to include:
  - a Receipt and ratification of any contests for next year's FAI Calendar.
- 16 To receive any reports from Council, Sub-committees or Elected Officers. (Reports should be brief, preferably in writing & in advance and not concerning Agenda Items.)
- 17 To receive nominations for re-presentation of International Awards at the BMFA annual prizegiving dinner. Invitations will only be to nominees from this meeting and are at the discretion of the Society Chairman. Depending on the numbers, not all nominees may be successful.
- 18 To receive the dates of the 2011 Technical Council Meetings:
  - 1st Technical Council – 26<sup>th</sup> March 2011
  - 2nd Technical Council – 15<sup>th</sup> October 2011
- 19 Any Other Business.

*Please note: Items for Any Other Business should be handed, or sent, to the Office Manager in writing before the meeting commences.*

*Any questions to be asked under AOB that require detailed answers should be previously advised to the Office Manager to allow preparation of replies.*
- 20 Date of next meeting.



### **THE 2010 FREE FLIGHT FORUM**

The twenty-seventh BMFA Free-Flight Forum will start at 10 a.m. on Nov. 21st, the day after the AGM, at the Barcelo Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA. You can attend the AGM, enjoy the dinner, meet other flyers in a relaxed atmosphere and then follow it up the next day by catching up on the developments, techniques and aerodynamics of today's free-flight.

Among the topics and speakers will be: Mark Bennis - Making and Using Steering Balloons; Neil Cliff - Some Aspects of Construction - D-boxes, Carbon Spars and Open Rubber Fuselages; Mark Bennis - Partial Motor Flying – Is It a Direct Comparison to a Full Motor?; Roy Vaughn - Up the Pole - Endeavours in Electronic Air Picking; Ian Kaynes - Design, construction and flying F1E; Ray Elliott – Single-Blade Propellers; Peter Brown – A Radio-Linked Thermistor; Peter Halman – High Performance Engines; Mick Lester - Making Carbon Tubular Spars and Other Amusing Techniques.

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £8, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support' to the BMFA office at 31, St. Andrews Road, Leicester LE2 8RE.

## KNOW YOUR BMFA INSURANCE

It is clear that there are many important benefits to being a member of the National Governing Body for model flying of which one of the most significant is the insurance cover provided to protect members should they be involved in an incident.

The way in which the insurance works is one of the largest areas of misunderstanding and despite a number of articles already being published on the subject I regularly receive queries, and hear lots of misquotes and inaccurate information.

The aim of this article is to summarise the way in which the insurance works, it may not make for riveting reading, but I would suggest that you stick with it as it is an important part of your membership package.

The first and most important point to remember is that the primary function of the insurance is to protect the insured BMFA member in the event of a claim being made against them following an incident. If a model flyer were to be found responsible for an incident and carried no insurance, then they would be personally liable for any damages or costs awarded under the jurisdiction of a civil court and could stand to lose everything, this has happened. The process following an incident is described below.

- When a BMFA member is involved in an incident, the first thing he should do is to contact the BMFA office and request an incident report form (this procedure is covered in the Members Handbook and I would suggest that you take a look at pages 8, 9 and 10, the first couple of paragraphs on 8 sum up the basic principle of the policy, the Handbook is also available to download at <http://www.bmfa.org/handbook/index.html>)
- This form should be completed accurately and honestly and returned to the office (if the incident is damage to property then a cheque to cover the £50.00 excess is required, if it is injury to a third party there is no excess) this form notifies us and the insurers that there is potentially a claim coming from a third party.
- At this stage nothing more will happen until the third party makes a statement of claim against the insured member, it is this that triggers the insurance into action on behalf of the insured member.
- What happens next varies depending on what the member has put on the form. If the information on the form clearly identifies the member as being at fault (e.g. I flew through the sun and then applied an incorrect control input, it was my fault that the model hit Fred Blogg's car) then there is a very good chance that the insurers will pay out as the pilot is clearly liable.
- However if the form indicates that the pilot had done everything in his power to ensure the safety of the flight and in the section that asks for the cause of the accident the pilot has written "I don't know, it wasn't my fault" or "unidentified interference" then the insurers will defend this position and the onus is then on the third party to convince the insurer otherwise before they will consider any payout.
- If there is a dispute between the third party solicitors and the insurers on a settlement, then it will be referred to a civil court who will make the decision on where the legal liability for the incident rests, this is an important point as you need to be clear that we are talking about legal liability as defined under UK law.
- The insured member will have very little involvement in this process other than to pass on any correspondence received from the third party, their insurers or their solicitors to the BMFA office. Remember the BMFA insurers are acting on your behalf and will generally not require your input after the initial form filling (they may occasionally contact you for further information or to clarify details on the form).

From this you will see that there will inevitably be times where a third party does not receive a payout for damage or injury caused by a model aircraft because no legal liability is proven on the part of the pilot, however the vitally important point is that whichever way the case goes the insured member is protected, either there will be no liability established and hence no payout, or liability will be proven against the pilot and the insurance will respond on his behalf. This is the way in which all liability cover operates.

As a point of interest the third party liabilities portion of your car insurance works in exactly the same way, your insurers would never pay out to a third party unless liability had been established on your part, the only difference is in accidents involving two vehicles somebody is always responsible, but again it would be down to a civil court to establish who (in reality the two insurance companies tend to fight it out between them as it is much cheaper).

You will note from your policy documents (and the Handbook) that “member to member cover” is included in the BMFA policy. This means that one member is able to make a claim against another member following an incident; most policies would not allow this and specifically preclude members of the same organisation or club from claiming against each other (this cover is added as an extension on our policy).

The process for member to member claims is exactly the same and still relies on liability being proven on the part of the insured.

People naturally assume that because they are a BMFA member and the person flying the model is a BMFA member that they will receive an “automatic payout” if (for example) their vehicle is damaged at the flying field, but no insurance works in this way.

As you can see the important function of the insurance is to protect you the member, in circumstances where a third party makes a claim against you. The cover provided is extremely broad, however as with any policy there are certain exclusions to the cover and you should take a few moments to familiarise yourself with these (you can find these on your membership documents).

If you are unfortunate enough to be involved in an incident when you are flying remember the following points.

- Stay calm
- Never admit liability to the third party
- Exchange contact details with the third party
- Remain civil and polite
- Refer them to the BMFA office if they require further information
- Contact the office and request an incident report form at the earliest opportunity
- Complete the form honestly and accurately
- If you are unsure how to complete the form contact the office for assistance and guidance
- Return completed form to BMFA with cheque for policy excess where required
- Forward on any correspondence from the third party to the BMFA office

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Development Officer  
British Model Flying Association  
0116 2440028  
admin@bmfa.org

**Report on the Full Council Meeting held on 8<sup>th</sup> May 2010**  
**(Full Minutes can be obtained from the BMFA website).**

**British Record Claim rescinded**

The Competition Secretary advised that Tech Council placed an action on her at the Technical Council Meeting in March 2010 to bring notice to this Council that Tech Council had received a letter explaining that the above record was not set in accordance with the rules for setting pylon records.

The Competition Secretary advised that on further investigation and discussion with the R/C Power Tech Secretary, it appears the information in the letter is correct.

The circumstances were explained to Council and very regrettably it leaves no option but to request that the record is rescinded.

**The Competition Secretary, on behalf of Technical Council proposed, very regrettably, that the record – Ben Jones/Geb Jones F3D Pylon, RAF Wittering, 21 June 2009, Heat 0 Mins 56.88 secs is rescinded.**

Seconded by the Records Officer  
Carried unanimously.

The Records Officer will write to the pilots explaining why this decision was taken.

**On-line membership applications**

We are currently investigating the possibility of providing a facility to members to renew memberships on-line. We are also looking at a system for Clubs to administer the membership applications on-line.

**Appointment of new Vice-President**

The following proposal submitted by the Chairman was carried unanimously.

**That this Council resolves to create and transfer the name of SMAE Vice President Air Commodore Eric Baddeley to a list of Honorary Vice Presidents of the SMAE and elect Air Commodore Robert McAlpine (currently President of RAFMAA) to the post of Vice President.**

*(Post meeting note. Air Commodore McAlpine has responded and is delighted to accept the invitation extended to him and wishes to contribute in any way that he can to meeting the aims of the Society)*

**South West Area sub-committees**

The following proposal submitted by the Honorary Secretary was carried unanimously.

**To Create two Sub Areas (of the South West Area) and approving the Sub-Area Constitution.**

**These two Sub-Areas will be County based: Devon and Cornwall. The key changes are: A relaxation of the absolute need to have officers rather than Chairman, Secretary and Treasurer. Others may be added as normal. The Delegate to Council remains an Area Delegate (common to both Sub-Areas).**

**The Sub-Area Chairman does not have the right to attend Area Council as voting members. The quorum numbers are relaxed as appropriate to the number of Clubs in the Sub-Area.**

**British Record Claims**

The following British Record Claim was ratified.

Name	Simon Wright (Mem No 18392)		
Class	Altitude Elec Power Rechargeable Cells		
Venue	Lower Drayton Flyers Club Site	Date	10 <sup>th</sup> April 2010
Alt	898m		

## **Amendment to 'Code of Practice for Operation of Gas Turbine Powered Model Aircraft'**

The following amendments to the 'Code of Practice for Operation of Gas Turbine Powered Model Aircraft' were carried by a majority vote.

Amend

A.1

"Manufacturers' or Designers' instructions must be followed at all times".

J.2

"Where practical, the following gas turbine system checks must be made prior to every flight."

J.3

"Mechanical abnormalities indicated at any time by vibration, unusual or excessive noise, excessive temperature, overspeed, or any other unexpected phenomena must be investigated and resolved before the engine is re-started."

### **BMFA News**

The following proposal by the Competition Secretary was carried unanimously.

**"That all published articles are paid for unless those they are part of the Terms of Reference or Contract of Employment of the contributor".**

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### **Report on the Areas Council Meeting held on 5<sup>th</sup> June 2010** **(Full Minutes can be obtained from the BMFA website).**

#### **Area Chief Examiners**

The following proposals for Area Chief Examiners were ratified:

John Harris (Mem No 27760) appointed Area Chief Examiner (Fixed Wing) for Western Area.

Andrew Hothersall (Mem No 132307) appointed Area Chief Examiner (Fixed Wing) for Cornwall Sub-Area.

#### **Terms of Reference for the ASRC (Achievement Scheme Review Committee)**

A proposal to adopt a formal Terms of Reference for ASRC was accepted unanimously.

#### **Areas Constitution**

Areas Council were generally in agreement with a suggestion to a change of the Areas Constitution put forward by the Areas Council Chairman, that only one Area Committee representative should be allowed to attend and vote at Areas Council meetings and also to reduce the number of meetings from three per year to two.

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#### **DATES FOR YOUR DIARY**

Tonbridge Gassers & Rubber Fanciers – Indoor flying. Free Flight 6 to 10pm. Lightweight R/C 9 to 10pm. The Angel Centre, Tonbridge, Kent. TN9 1SF. Contact Stuart Taylor on 07956 066463 or Eric on 01622 737814 or eric.prsyjemski151@btinternet.com

October 30<sup>th</sup> 2010

November 27<sup>th</sup> 2010

January 29<sup>th</sup> 2011

March 5<sup>th</sup> 2011

April 2<sup>nd</sup> 2011

May 21<sup>st</sup> 2011

## DATES FOR YOUR DIARY cont'd.....

31<sup>st</sup> October, BMFA ITC Indoor Event at Manchester Velodrome M11 4DQ  
New Event, largest hall in North West (10 Badminton courts in size)  
11am to 5pm 1/2 hourly slots for Free Flight/Fun Fly and Lightweight RC,  
(RC limited to RTF's less than 50grams, Scratch built models up to 100grams, no Shock fliers)  
(9am to 11am ultra lightweight free flight models less than 5grams only)  
BMFA insurance required.  
Contact David Whitehouse on 01942 897816 or [whitehousej david@googlemail.com](mailto:whitehousej david@googlemail.com)

28th November, BMFA ITC Indoor Event at Manchester Velodrome M11 4DQ  
New Event, largest hall in North West (10 Badminton courts in size)  
11am to 5pm 1/2 hourly slots for Free Flight/Fun Fly and Lightweight RC,  
(RC limited to RTF's less than 50grams, Scratch built models up to 100grams, no Shock fliers)  
(9am to 11am ultra lightweight free flight models less than 5grams only)  
BMFA insurance required.  
Contact David Whitehouse on 01942 897816 or [whitehousej david@googlemail.com](mailto:whitehousej david@googlemail.com)

27th February 2011, BMFA ITC Indoor Event at Manchester Velodrome M11 4DQ  
New Event, largest hall in North West (10 Badminton courts in size)  
11am to 5pm 1/2 hourly slots for Free Flight/Fun Fly and Lightweight RC,  
(RC limited to RTF's less than 50grams, Scratch built models up to 100grams, no Shock fliers)  
(9am to 11am ultra lightweight free flight models less than 5grams only)  
BMFA insurance required.  
Contact David Whitehouse on 01942 897816 or [whitehousej david@googlemail.com](mailto:whitehousej david@googlemail.com)

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### LOST AND FOUND

Model found – the model is loosely in the style of a Veron ' Cardinal ' or ' Deacon ' cabin power model. 42" span, blue wings and tailplane. Red fuselage. Possibly lost on the Saturday night of the Power Nats during the Free Flight 'fun' fly.

If this is your aeroplane please ring me; Walt Hodkinson Tel. 01400 230764 (Ancaster) then I can arrange to get this back to you.

Finally, could Members flying in the Free Flight event at the Power Nats PLEASE put their NAME and TELEPHONE NUMBER on the Model. I am the farmer liason person for the F. F. Tech Committee and it would save me a lot of time and phone calls trying to trace the owner. Thankyou.

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### F3C Team Manager Required

Applications are invited for the post of Team Manager for the UK F3C Team (Helicopters) for the 2011 World F3C Championships. The Championships are to be held in Italy and will last for 10-14 days, dates are not confirmed as yet but are normally held sometime between mid July to mid August.

The successful applicant will be required to make all necessary plans and arrangements in the lead up to the Championships as well as attending TM meetings and taking care of three pilots whilst at the Championships. Duties will also include fund raising which is done at some of the well-known model shows during the year.

Interested parties should apply in writing, enclosing a brief CV detailing all relevant experience/qualifications, to the Association for Helicopter Aerospots at the address below:

Roger Mayo (AHA Chairman)  
51 Borrowdale Avenue  
Harrow  
Middlesex  
HA3 7PY