



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

28<sup>th</sup> April 2011

Issue no 201

**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 FULL COUNCIL MEMBERS**

There will be a Meeting of the Full Council on Saturday 21<sup>st</sup> May 2011 at 11.00am which is to be held at: Leicester (Braunstone South) Premier Inn Hotel, Braunstone Lane East, Leicester LE3 2FW Tel 0871 527 8588

**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 Full Council Meeting held on 8<sup>th</sup> January 2011.
- 5 Matters/Actions Arising from the meeting on 8<sup>th</sup> January 2011 that are not included elsewhere on this Agenda.

- 6 To receive a financial report from the Honorary Treasurer to include:
  - a The progress towards the year end Accounts.
- 7 To receive a joint report from the Chairman and the Chief Executive Officer to include the following proposal from the Chairman:
 

*That this Council elects Martin Dilly FSMAE to the position of Vice President of the Society of Model Aeronautical Engineers.*
- 8 To receive a report from the Vice-Chairman.
- 9 To receive a report from the Honorary Secretary to include:
  - a To receive the Affiliated Club List.
  - b To receive dates for Council Meetings in the year 2012.
  - c To discuss and agree the processes for the November elections.
  - d To receive the following proposals:
    - i) *To include a completely new Appendix to Council Handbook dealing with the behaviour of Directors as per the text included on appended proposal.*
    - ii) *To amend the text of the procedures for submitting proposals to add the extra words as in italics below. This applies to section 3.2 of the Council Handbook.*

Proposals from Council Members must be submitted to the Chief Executive no later than the Monday 26 days prior to the Council Meeting at which the Proposal is intended to be considered. (Long Proposals are expected earlier). Each proposal may be accompanied by a brief explanatory note if desired. *The proposal should, by choice, be submitted in electronic format by email to facilitate the compilation of the agenda. Proposals should be submitted on the BMFA proposal form available from the BMFA office in electronic and hard copy format.*

- iii) *To allow electronic copies of BMFA letter blanks to be made available by adding to following paragraph to section 4.2 of the Council Handbook –*

*(d) An electronic version of the letterhead shall be made available, on request, to allow for formal electronic communications.*
- iv) *To completely revise and update the Council Handbook plus all its Appendices to be as per the new draft document which will be made available to Council Members. (Note all new/changed text is in red. Text subject to the foregoing resolutions is sidelined in addition.)*
- v) *To add a new para (f) to the ASRC Terms of Reference and then re-number all subsequent paras. The new para (f) to read:*
  - i) *The two Achievement Scheme Controllers will also be subject to election and this will occur in alternate years. The day to day running of the Achievement Scheme is delegated by Areas Council to the two Controllers, who are required to report to each Areas Council meeting. There is an open invitation by the Chairman of that Council to both Controllers to attend in person to present those reports and deal with any queries that may arise.*
  - ii) *A vacancy for the Power Controller will be advertised in the BMFA News (October issue) in odd years and that for the Silent Flight Controller in even years. Each will be elected for a two year period but may subsequently apply for re-election at the end of that period. The appointment or election of this Controller will then be made at the January meeting of the Full Council where all accredited voting members of that Council shall have a vote on such an appointment.*
  - iii) *Should no applicant for that vacancy exist, the Full Council has the right to appoint a Controller to the vacant position for the subsequent two year period of office. If only one applicant applies for the vacant position then the Full Council shall either confirm and appoint that applicant or, in exceptional circumstances (where Council deems the applicant is not suitable), Full Council shall have the right to co-opt an alternative but suitably qualified person to the vacant position. This appointment, even if made by a co-option, shall also be for the subsequent two year period. In the event of more*

*than one applicant for the vacant position of a Controller, the Full Council (not the Areas Council) shall vote to determine and so appoint the elected Controller. The appointment again will be for a two year period. If the post becomes vacant for any reason, subsequent co-options shall be for the remainder of the two year term of office.*

10 To receive a report from the Technical Secretary to include the following proposal:

*That Council shall instruct all Technical Committees on a year by year basis to review the active disciplines represented on those Committees. This shall be part of the first meeting set agenda for the Committees.*

*If any significant class of competition is not represented on a Technical Committee either by Elected or Co-opted members or by a Specialist Body, the Committee shall issue an invitation to a representative of that discipline to attend Technical Committee meetings for the year in question on a non-voting basis.*

11 To receive a report from the Competition Secretary to include:

a Receipt and ratification of any contests for next year's FAI Calendar.

12 To receive a report from the Records Officer to include the following:

*To ratify British Record Claim (**pending receipt of official Record Claim Form**)*

*Paul Bardoe/Barrie Lever 82273/80934*

*F5D Electric Pylon Racing – RAF Wittering – 17<sup>th</sup> April 2011*

*Race time of 57.28 seconds*

13 To receive a report from the Public Relations Officer.

14 To receive a report from the FAI Delegate to include:

a The receipt of the report of the recent CIAM Meeting.

15 To receive the following proposals from Southern Area:

i) *That the BMFA considers supporting in whatever form it sees fit the options listed below to aid the development of a complete archived resource that would be available through the web of our modelling heritage. This support could be offered in several forms – for consideration the following are offered:*

1) *The BMFA procures (or contributes to the procurement of) a page scanner which can be added to the inventory of the Society for future use by all, this equipment can be lent out to any activity that is felt worthy of support. We should consider besides procuring a new piece of equipment that we may be able to buy a second user item that could reduce the initial investment, but this decision needs to be considered against the potential use of such equipment in the future. This scanner (medium speed full duplex) would enable the archiving to be completed in a professional manner.*

2) *That the BMFA pays for the sub contract of this service to an external source. This may be cheaper initially but not felt to be necessarily a good long term investment. Sub-contracting the work would incur other (additional) costs. Potential cost for a new medium speed (circa 45 pages/minute) scanner is in the range £2500 - £3000.*

3) *That through the BMFA we pull together all resources currently working on archiving our heritage and consolidate all efforts into a single venture. This probably would reduce overall cost and also ultimately be the most efficient way of producing the ultimate resource to the material that we need to preserve before it is lost. In this instance we suggest that Roger Newman is contacted as he has instigated much work already and is more than willing to support any venture that enable this directive to be achieved.*

ii) a) *That the BMFA Central Office make available as a download a suitably designed leaflet for any affiliated club to use to canvas farmers/landowners for land to be used as a flying site.*

b) *That the BMFA Central Office provide a link on the Association website providing additional information for any interested farmer/landowner who might be prepared to make an area of land available for use as a flying site.*

c) That the BMFA Central Office place advertisements in suitable magazines or periodicals when requested to do so by any of the Area Committees, the cost to be met from Central office funds. Alternatively, if central funding is not considered justified, the BMFA could provide guidance to clubs on the compilation of a suitable advert and where best to place it.

All parts of the above proposals should be complementary, that is the leaflets, the website and the advertisements should be of similar style and layout. The intention would be to impress upon farmers/landowners that model flying is recognised by the Government as sport, and that when renting out a field they can be assured that the club has the backing of the sport's national body, the BMFA. The establishment of a 'Brand Name' recognisable to farmers/landowners should greatly improve the prospects of clubs seeking new flying sites.

#### Leaflet content

Prominence should be given to the following:-

- a. The BMFA's part in representing the Sport at national and international level.
- b. The BMFA insurance cover, flying site guidance, safety rules, Noise Code and Achievements Scheme.
- c. Any sponsors or links to relevant organisations the BMFA has.
- d. The web address of the link detailed in part 2 of the proposals.
- e. How little farming land is required. Providing over-flight of adjacent fields is acceptable, all that is necessary somewhere to park, and somewhere to take off and land. Further details could be provided on the website.

- 16 To receive updated briefings and reports from the Technical Committees & the Power Nationals Co-ordinator for all the BMFA National Championships.
- 17 To receive any reports from the following Delegates (reports should be brief, preferably in writing and in advance).
  - a Royal Aero Club (RAeC)
  - b General Aviation Safety Council (GASCo)
  - c Air Prox
  - d Sport + Recreation Alliance (formerly CCPR)
  - e General Aviation Awareness Council (GAAC)
- 18 To receive any reports from the following Committees (reports should be brief, preferably in writing and in advance):
  - a CAA Team
  - b UK Radio Control Council (UKRCC)
  - c Education Working Group
  - d Flight Challenge
  - e University Challenge
  - f Computer Sub-Committee
  - g Safety Review Committee
  - h Achievement Scheme Review Committee
  - i BMFA News Publishers
  - j Flying Site Adviser's Report
  - k BMFA Archivist Report

#### 19 Any Other Business.

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

#### 20 Date of next meeting.



# **THE BMFA/ROYAL NAVY 2011 CHILDREN'S FLIGHT CHALLENGE**

**We are pleased to announce the launch of the 2011 British Model Flying Association Children's Flight Challenge once again in partnership with the Royal Navy.**

**The event will again be taking place at the excellent location of the Imperial War Museum Duxford in the spectacular Airspace building, the date for the competition is Saturday the 16<sup>th</sup> of July.**

**The competition will feature a number of different classes aimed at testing the student's skills and promoting their interest in all things aviation, and of course, most important of all, having fun, there will be a number of classes themed to the Royal Navy support of the event.**

**This promises to be a great day out for competitors and helpers alike, if you are involved with either a school or a youth group and would like to enter teams in the 2011 Challenge then either visit the BMFA website or contact the office for further information, a rules booklet and entry forms.**

**Manny Williamson  
Development Officer/Challenge Co-ordinator**

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## **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

Manny Williamson  
Development Officer



*British Model Flying Association*

RAF Barkston  
Heath

28<sup>th</sup>-30<sup>th</sup> May

**FREE FLIGHT**  
**NATIONALS 2011**



**SPACE  
NATIONALS**



*Including*



**SAM 35 RALLY**

*Sponsored by*

**Flyer**  
Radio Control Model

*For information:*

**0116 2440028**

**Gate Fees:**

*Flyers* £10/day or £25/3 days

*Spectators (non flying)* £3/day or £8/3 days

*Children under 16 - free*

**admin@bmfa.org** **www.bmfa.org**

