

REPORT

SAFETY REVIEW COMMITTEE MEETING

HELD ON THURSDAY 8th SEPTEMBER 2011

In attendance:

Chris Moynihan	Chairman
Manny Williamson	Development Officer
Chris Bromley FSMAE	Technical Secretary
Peter Halman FSMAE	CLTC
Mike Woodhouse FSMAE	FFTC
Chris Allen	Scale TC
Bob Mahoney	ESAG
Bob Smith	ESAG
Paul Bardoe	R/C PTC
Mike Colling FSMAE	Indoor TC
Linda Harding	Office Manager / Minute taker

Introductions were made.

Report from 2010 meeting.

There were no corrections to the report from the last meeting and the report was accepted as being a true account of that meeting.

Matters/Actions Arising from 2010 meeting

- Action Chairman/Development Officer to seek consent from the CAA to include a section in CAP 658 on guidance for show organisers. **No further action required.**
- Action Development Officer to progress Display Organisers handbook. **Work in progress. The handbook will be ready well in advance of the SRC meeting in 2012.**

This concluded matters arising.

Review of reported insurance incidents 2011.

Copies of a breakdown of Third Party Public Liability incident reports and Personal Accident claims were provided. The Development Officer provided a brief summary and clarified any points raised.

Trends continue pretty much in the same vein, particularly flying over car parks, which is the biggest problem.

Reports from Tech Committees Reps.

Free Flight – Moved away from sharing sites with full size aviation.

The most current issue relates to R/C assist flying. Free Flight are currently managing it however they are not comfortable with it and it does not seem to fit in with Free Flight remit.

It was suggested that it is best placed for them to delegate the management and responsibility of R/C assist flying to SAM35 Specialist Body. It requires strict management and the flyers need to be told they have to fly in a particular area and not to stray in to the Free Flight flight line.

Action: Free Flight Chairman to report back to FFTC to discuss the suggestion to delegate management and responsibility of R/C assist flying to SAM 35 Specialist Body.

Indoor – The only concern as a Committee is the use of potentially dangerous items in the workshop, particularly the use of boron. They feel the advice in the member's handbook could do with enhancing. Copies of recommendations by Tom Chambers FSMAE Safety Officer for Indoor TC were handed round. The Technical Secretary said it would not be too much of a problem to incorporate most of these recommendations into the relevant section in the handbook. It might be worthwhile also adding that it is recommended you wash your hands in cold water instead of hot water after using boron or any other such substance. Reason being hot water will open up the pores and the dust/fibres can easily get in.

Action: Tech Sec

Scale – It was mentioned in the minutes of the last meeting that there had been a problem at the Power Nationals in 2010 and subsequently a letter received about safety issues of flying in strong winds, to which a response was sent from Scale TC.

As a result of that, this year they instigated flag men, one of which was managed by Showline and one by Scale flight line. The system was put to the test at this year's Power Nationals when a competitor received a warning for flying over the cars, which resulted in a zero score. No adverse comments have been received in respect of the new system therefore hopefully this is the best solution to the problem for the time being.

Free Flight Scale flying at the Power Nationals – The Chairman raised the issue of an incident at the Free Flight Scale flight line with regard to damage caused to a car. A claim is being pursued. He asked the Development Officer if he could report this back to the Power Nationals Co-ordinator to consider what regulations can be put in place for 2012 to minimise this happening again.

Silent Flight – It has been a trouble-free year so far and there are no safety issues to report.

Control Line – Fortunately there have not been any Control Line incidents this year.

Control Line representative brought to the attention of the meeting the illegal use of 2.4GHz equipment. It is believed this is mainly due to the use of high power illegal equipment, mostly by FPV flyers.

He also reported out of interest he had heard on the radio recently that a UK University has developed a new type of Lipo which does not explode. It is a very interesting concept and something we need to keep a watching brief on.

Power – R/CPTC had nothing to report. The Committee receive very little feedback from the R/CPTC Safety Officer therefore they assume there are no issues.

The Chairman expressed concerns that R/CPTC has nothing to report considering there is an increasing amount of jet and gas turbine activity, therefore the more likelihood of incidents. The Development Officer commented that essentially this meeting is the conduit for channelling information in relation to any R/C power issues. Anything specific that is reported to him would be brought to this meeting for discussion and on a day to day basis there is nothing specific of concern at the moment.

It was felt however that it is still necessary to appoint a Safety Officer on Tech Committees as they are the conduit for any reported issues or incidents to follow through and liaise with the office. We must not confuse the title of Safety Officer with other related issues such as health and safety.

CAA Matters

The Technical Secretary reported that there are no major changes to the ANO. CAP658 draft will be published shortly. The main change to CAP658 worth noting is that they have taken on board our requirement for FPV (First Person View) flying and will basically follow information already published in the member's handbook.

The Technical Secretary raised concerns that he is aware of at least one, possibly two or three over 20kg helicopters flying in the country which have not been through any testing and in some cases using metal blades.

It was suggested we invite LMA member to future Safety Review meetings. The Chairman thought this was a good idea.

Action: Chairman

ESAG

Bob Smith reported that it has been a fairly quiet year in general terms but not to say that nothing has been happening. Problems within electric flight have been problems that have been there all the time and invariably involved with people who are doing things they should not be doing because they did not have the understanding of what they were trying to do.

One thought occurred to him and something the Technical Secretary might want to think about for inclusion in the member's handbook is that electric flight is quite unusual compared to all the other aspects of model flying in that quite a lot of the dangerous things are done at home and not at the flying field. The number of people who have problems with charging and Lipos in particular in their home it is amazing that the number of claims are not higher.

Actions from 2010 Safety meeting addressed as follows:

Disposal of lithium battery packs – It is important to separate between safe disposal of batteries and recycling of batteries because they are two different matters.

From a point of view of an individual safe disposal means disposing of lots of things from household waste and batteries are included so that form of disposal is in the hands of the local authority. Research into the matter showed that almost all of local authorities now have facilities for collecting batteries from the household and have no problem collecting so long as the batteries are wrapped up in a sealed container.

Copies of the research information on recycling which contained very useful information and maps of locations of recycling depots, were passed on to the Development Officer.

Be mindful when searching for information on recycling batteries that there are commercial waste disposal organisations who will charge for disposing.

The recommended course of action for safe disposal of lipo batteries is as a starting point use the local authority process unless you have to your knowledge a better process you can use. Secondly it is recommended that the batteries are fully discharged before they are put to waste.

All the above covered in more detail in printout given to the Development Officer.

Voltage limitations – Research highlighted that the safe limit for DC voltage is 50 volts.

Following discussion it was agreed we can only highlight the fact that there are risks with high voltage but can do very little more. Copies of the information provided by Bob Smith were passed to the Development Officer.

Research is ongoing and all we can do is provide advice and guidance to our members and regularly reinforce recommendations. The Development Officer will continue to do this in his reports in Chacksfield Chat.

AOB

The Technical Secretary reiterated that we should all be aware of the situation discussed earlier regarding the use of high boost 2.4GHz equipment and we need to keep a watching brief on the situation.

Next meeting

Thursday 6th September 2012