

## REPORT

### SAFETY REVIEW COMMITTEE MEETING

HELD ON THURSDAY 6<sup>th</sup> SEPTEMBER 2012

#### **In attendance:**

Chris Moynihan	Chairman
Manny Williamson	Development Officer
Peter Halman FSMAE	CLTC
Chris Allen	Scale TC
Bob Mahoney	ESAG
Wayne Pendleton	R/C PTC
Andy Symons	Club Support Officer
Linda Harding	Office Manager / Minute taker

Introductions were made.

#### Report from 2011 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 2011 meeting

- Action Development Officer to progress Display Organisers handbook. **Completed.**

Free Flight provided a written report for today's meeting reiterating the scope and complexity of issue vis a vis r/c, however the report does not pose any solutions.

The Development Officer spoke with Phill Ball recently and Free Flight view has not changed in that r/c assist is nothing to do with Free Flight. They have in principle no problem with R/C assist at their events as long as it is separate and not in the mix with Free Flight. SAM 35 representation at FFTC has changed three times in the last year so no progress has been made.

Consensus was that it is really not a safety issue and would be better placed with Technical Council for discussion.

- Action Technical Council

This concluded matters arising.

#### Review of reported insurance incidents 2012.

Since the last meeting in September 2011 the reports have been split to correspond with cover provided by Perkins Slade from September 2011 – December 2011 and Doodson Sport from January 2012.

Copies of a breakdown of third party public liability incident reports and personal accident claims were provided by the Development Officer.

In summary the Personal Accident reports are all as you would expect; mishaps with spinning propellers, mishaps with spinning rotor blades, effectively a moments' inattention.

As he has alluded to previously no matter how much you write about the safety aspect of not reaching round the back of engines and putting your wrists near the propeller, people still do it. We do push out the safety message regularly.

From a third party point of view, there is nothing of any particular note. There is no pattern that you can establish from the reports; the incidents were all very random.

There is no longer an issue regarding large cell packs and the worry of exceeding 50 volts as the main manufacturers are not producing cell packs over 50 volts.

#### Reports from Tech Committees Reps.

**Free Flight** – Written report provided and covered under matters arising.

**Indoor** – No representation.

**Scale** – Scale raised the issue, which has been addressed and changes will be implemented in the future, regarding the intrusion of Scale flight line at the Power Nationals of some of the demonstration flying on the show line.

**Silent Flight** – There are no issues that have been brought to the attention of SFTC.

**Control Line** – No direct safety issues to report. An issue was raised with him earlier in the year in that the members' handbook as it stood in relation to the section dealing with flying whilst under the influence of alcohol only referred to RC models. This was brought to the attention of the Technical Secretary who has subsequently made the necessary alterations to the handbook and it now covers all pilots.

**Power** – With regard to the comment in the minutes from 2011 regarding concerns that RCPTC had nothing to report considering there is an increasing amount of jet and gas turbine activity, an email was sent to the relevant specialist bodies. Having received no response he is assuming there are no issues and everything is okay.

#### ESAG

Nothing to report.

#### FPV

First Person View flying.

The Development Officer provided background information and up-to-date information following a meeting with the CAA regarding FPV flying which was first brought to our attention in 2008.

Effectively the original exemption provided to the FPV UK Association by the CAA is going to be renewed and updated so that the exemption will be available to all model flyers and no longer exclusive to FPV UK Association members.

A press release will be issued and published on the BMFA website, BMFA News and Clubs.

In summary the position will be that an FPV flight can take place with FW models up to 1.8 kgs; rotorcraft up to 2.5kgs without a buddy lead but must have a competent observer. The new exemption will define in slightly better terms what a competent observer is and will still be limited to line of sight operation and a maximum of 400ft. For models that weigh above the weight limits outlined, the requirement will still be the use of a buddy lead.

#### Juniors; Any safety implications?

This item was raised at a recent ASRC meeting in response to a letter they had received, however ASRC felt it was better placed with SRC to discuss.

There is a section in the MHB which covers Junior members sufficiently and the recommendation that they should not fly on their own. This matter was considered as a non-issue and therefore closed for future debate.

The Chairman asked the opinion of the representatives whether there is a need for an annual meeting considering there has been very little to discuss at today's meeting. The consensus was that we should continue with the annual meeting.

#### AOB

There was none.

#### Next meeting

Thursday 5<sup>th</sup> September 2013