

REPORT

SAFETY REVIEW COMMITTEE MEETING

HELD ON THURSDAY 5th SEPTEMBER 2013

In attendance:

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

Report from 2012 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 2012 meeting

- Free Flight and r/c assist. Action from 2012 meeting for Technical Council to discuss. It was not confirmed whether this was discussed at Technical Council however the matter was closed as far as this Committee is concerned.

This concluded matters arising.

Review of reported insurance incidents 2012/2013.

The insurers were invited to this meeting and would like to attend however the claims handler who deals with our business was already committed to attend another meeting. In future they would like to attend and we will continue to issue an invite.

Printed copies of Claims records since the last meeting were handed round. Manny Williamson provided a brief summary and clarified any points raised.

In summary the more recent issue of concern, of which there have been two incidents, is crashes involving jet models crashing in to fields. Manny Williamson provided details of these incidents and subsequent claims pending.

The Committee discussed the issues and the consensus is that we should be raising awareness. There are two aspects of this concern:-

- Competence of pilots to fly more readily available fast sports jets.

Requires formal discussion at ASRC (Achievement Scheme Review Committee).

Action – Andy Symons

- Integrity of airframe and consideration of structure inspection.

Manny Williamson will raise the question to JMA whether they are happy with the integrity of structures of models currently available.

Action – Manny Williamson

Personal Accident reports - sadly we do all we can with reminders to members that if you put your finger in a propeller it will hurt. There will always be incidents resulting from a seconds' inattention.

Trend data year on year is pretty static, there is very little fluctuation. This year was a little better however. An interesting point is overall there has probably been a slight reduction in incidents now we have moved to 2.4GHz predominantly. The biggest change has been the content of the reports.

Relationship with the insurers is very good. When we have requests for additions to the policy or new elements to the policy it is always a very positive response. They generally have a very proactive and obliging attitude. The biggest point is the rapid settlement and response times on claims, which enables us to provide a much better service to the members. The franchise system in place for claims below £1500 gives us the ability in the office to help towards an instant decision, where there is a PR implication that is valuable.

Reports from Tech Committees Reps.

Scale – An email from Andy Sephton Scale Tech Committee Member and Scale CD at the 2013 Power Nationals was circulated prior to the meeting. It raised issues between Scale and Show Line flight lines implicating safety concerns for officials who are trying to run the competition.

The Development Officer Manny Williamson, who is also Show Line Co-ordinator provided background information relating to similar concerns raised by Scale flight line following 2012 Power Nationals. Subsequently he put measures in place to address these concerns for the 2013 event. Conversations during this year's event with Graham Kennedy CD for Scale indicated that the measures put in place seemed to have made a difference. Radio communications during the weekend seemed to implicate issues with Helicopter flight line.

The debate concluded that there has to be a major rethink of the layout for next year's Power Nationals as predominantly models are getting much bigger, but as yet a solution is not clear as to how this can be achieved.

A suggestion was put forward that a possible solution would be to have safety cages for the Scale CD's. It was deemed prudent that this be considered for discussion at the Nationals Debrief meeting.

Action – CEO

Silent Flight – There are no issues that have been brought to the attention of SFTC. There was an incident at the Silent Flight Nationals that has caused some correspondence, which everyone was handed a copy of. Under the auspices of Silent Flight he commended the report.

Free Flight – Evening Free Flight flying at the Power Nationals was organised and marshalled slightly different this year and seemed to work well.

Control Line – It has been a fairly uneventful year. There was however an incident at the Nationals caused primarily by the unusual wind direction which involved a Vintage Combat model that came off the wires and hit a Team-Race competitor on the back. Thankfully there was no serious damage caused apart from bruising.

ESAG

Bob Smith – The safety side of Electric is in one sense becoming more important as the size of electric flight becomes larger. His own particular interest these days is more on the technical side than on the actual model flying side. In that respect he was approached recently by the Development Officer to review and provide advice on an article for publication in BMFA News regarding an incident with a lipo battery. With the resulting input from ESAG the finished article hit the right notes in terms of the safety message.

It is a good way to let people know that ESAG do have a purpose. He raised the suggestion that it is probably time the BMFA produced a document providing guidance and best practice for the use of lithium polymer batteries in general.

An AOB item was discussed at this point as it referred to a request from a member for guidance on storing lipo's.

In conclusion the meeting agreed we do need written guidance to include storage, performance, pre and post extreme cold storage etc. It came as no surprise that ESAG were tasked with producing a document. Target date for completion of a draft document is the end of February 2014.

Action - ESAG

Peter Halman provided information on the shipment of lipoly's and of a formula that you can apply to comply with EATA regulations. This is useful information that should be quoted to everybody who is flying electric and wants to go overseas. Peter will forward the website link to Manny Williamson.

Action – Peter Halman FSMAE

2.4GHz aerial orientation was discussed briefly and the recommendation is to follow manufacturers guidance.

FPV (First Person View)

The only significant change since the last meeting was the re-issue of the general exemption in March. This was to bring in a minor change to the wording that permitted FPV operation to be more easily lawfully undertaken in a Club setting. Other than that it has been very quiet. A small selection of blatantly unlawful FPV flights were brought to our attention. The footage of which was passed on to the CAA on the basis it was a straightforward breach of the ANO, and to OFCOM because the information that was with the footage on You Tube referred to unlawful transmissions. Neither of those organisations has come back with any meaningful response.

Following a notice in BMFA News for interested parties we have now set up a Special Interest Group. In parallel with that an FPV flyer is putting together articles for BMFA News. The scope of the SIG has really broadened well beyond FPV. It has become a group that is more looking at emerging technologies and the effect of emerging technologies and what we do as model flyers, which is all very interesting. There will be some feedback to the CAA from that group.

AOB

Safety page on the website.

Andy Symons is in the process of populating the website, launch date 1st October. There will be much more scope and control to do what we want on the new website. Contact Andy with any suggestions.

It was debated whether we should publish reports on incidents on the website. It was pointed out that every time a planning application is submitted, the fatality on Dartford Heath is always brought up. In that respect the negative impact makes it not really sensible to list accidents/incidents on the website. We have to be aware that information can be used against us. A preferred route is flash news as and when necessitated.

Next meeting

Thursday 4th September 2014.