

**BMFA**  
**FREE FLIGHT TECHNICAL COMMITTEE**  
**MINUTES OF MEETING 16<sup>th</sup> November 2010**

Action

<b>Present</b>	Mike Woodhouse      MW	Peter Williams      PW	
	Chris Strachan      CS	Ian Kaynes      IK	
	John Carter      JC	Phil Ball      PB	
	Trevor Grey      TG	Mike Francies      MF	
<b>Apologies</b>	Andy Brough      AB		
<b>Minutes of 15.09.10</b>	Accepted as a true and accurate record with the amendment to record that the allocation of Plugge points for F1E events was discussed but abandoned on the grounds that the Plugge only applies to the calendar Area Centralised events.		
<b>Matters arising</b>	<p><b><u>Age limit on Sculthorpe</u></b>  MW reported that he and David Phipps to attended a meeting with the Land Agent and there was no way that the decision to refuse access to under 16year olds can be reversed.</p> <p><b><u>Nationals medals</u></b>  Proposal for Merit Award to be carried forward to next meeting</p>		
<b>Contest Calendar</b>	<p><b><u>2011 Version</u></b>  A 2011 Calendar had been issued since the last meeting as version V1 on 04/10. Problems with availability of sites were discussed and decisions made to move the trials dependant upon further checks on Barkston and Salisbury. TG to issue V2 once these checks are complete.      TG</p> <p><b><u>"2 day" F1E Event</u></b>  It was agreed to experiment with a 2 day option for F1E events at the 3<sup>rd</sup> meeting. This to be an option to use one of the two days depending on weather and based on discussion between competitors      TG IK</p> <p><b><u>Championship changes agreed at last meeting</u></b></p> <ul style="list-style-type: none"> <li>• The Senior Championship to be renamed "the Free Flight Championship", to be scored as at present and open to competitors over 18 years old. CS to inform Records Officer.      CS</li> <li>• A " Junior Free Flight Championship" to be run throughout the year for the Heather Cup, scored as the Free Flight Championship but on junior entries only. Juniors defined as under 18. CS to inform Records Officer.      CS</li> </ul> <p><b><u>Trophy Reallocations</u></b>  CS to ensure that the proposal already submitted gets onto the January Council agenda      CS</p> <p><b><u>Plugge Points</u></b>  It was agreed that the current system distorts the results by giving the same allocations regardless of the number of entries in each event. Possible alternatives were discussed with the objective of continuing to encourage entry in the minor events while making the allocations more sensible. All agreed to think about the alternatives and PB will check their effect on the 2010 results. Following the next meeting we will publicise the preferred option for implementation in 2012 and invite comment.      ALL PB</p> <p><b><u>Entry Fees for 2011</u></b>  There has been some comment that the current charges are too much in favour of multi entries and leave the single entry flier disadvantaged.  The following draft charges were developed for 2011</p>		

<u>Juniors:</u>	All classes/all events	Free
<u>Season Tickets:</u>	Not available	
<u>Centralised:</u>	Site Access Charge	£6
	1st Class	£4
	Subsequent classes	£2 per class
<u>Area Centralised:</u>	Site Access Charge	As set by Area
	1st Class	£4
	Subsequent classes	£2 per class

Team Selection: Seniors £20 per meeting or pre-entry for all 3 meetings £40.  
One fee enters all 3 classes.

These charges to be discussed and confirmed at the next meeting, where F1E and Space charges will also be agreed.

The point was made that it will need to once again be emphasised that at Centralised events all entries will pay the site access charge regardless of any arrangement they have for access to the site during the season.

Pre-entry for Centralised events was discussed and will be considered in the longer term.

## Officer's Reports

### Treasurer

JC reported that

- All accounts are healthy
- The 2011/12 Training and Excellence budget will be £1597
- The Team Travel Fund stands at £3000.

It has been pointed out that in some disciplines there is a precedent for transferring funds from the Contest Fund to the Team Travel Fund. This was discussed and the FFTC voted on the motion that:

We the FFTC do not agree to the principle of transferring funds from the Contest Fund to the Team Travel Fund

Proposed JC, Seconded MF Unanimous – all in favour

### Council Delegate

His report from the Technical Council meeting on 16<sup>th</sup> October had been circulated and accepted.

### PRO

Newsletter had been issued and nothing further to report. He asked that all members should carefully check his draft reports before he circulates them.

ALL

### Safety Officer

PB tabled the second draft of the Free Flight Safety Guidelines which was accepted. ( attached as Appendix 1) It was agreed that it should be circulated in the Newsletter, added to the Website and passed to Chris Bromley with the proposal that it should be included in the Handbook.

PB

## Nationals

### 2010

MW reported that the margin stands at £1473 . He proposed that we should make a donation to the RAF of £200 and an ex gratia payment of £200 to Roy Wright in recognition of his enthusiastic support.

JC

Proposed MW, Seconded JC Unanimous – all in favour

Sponsorship money of £400 has not yet been received and JC undertook to follow

JC

up, which will restore the above margin.

### 2011

- TG reported that sponsorship has been secured from Model Flyer and details have been agreed in a statement of intent.
- Detail planning of the event will be started at the next meeting.
- MW will prepare draft programme and entry form and a list of items to be covered in April/May (when he will be deep in preparation and attendance in Argentina. MW
- It was agreed that we need to address the way that the pricing structure seems to unduly favour those who make multiple entries
- Also consider a new word for registration fee.
- CDs to be discussed at the next meeting

### **International Teams**

#### F1A,B,C

Preparations for Argentina are all underway. Proposals for team members and management to be raised at the next FFTC meeting. CS

#### F1A,B,C Team Manager Applications for 2011

Team Manager (Martin Dilly) and Assistant (Peter Brown) are now in place. Both were single applications, and will be formally proposed at the next FFTC meeting.

#### F1A,B,C Travel Fund Donations

It was agreed that £350 should be allocated to each team member for Argentina.

Proposed JC, Seconded PB Unanimous – all in favour

JC to inform Sian

JC

#### F1A,B,C Team selection

It was agreed that a new format for team selection is needed following the experience of 2010. This must be discussed in 2011 for implementation in 2012. JC will put up an initial paper and asked that all members should send him ideas as soon as possible. JC ALL

#### Space

MF reported that the team for Romania is still to be finalised but will be ready for the next meeting.. MF

#### F1E

IK reported that team selection results have been established and he will confirm detail of availability before the next meeting. IK

#### Junior Team qualification requirements

The final draft of the document was accepted (attached as Appendix 2). C S to pass to the Competition secretary for her consideration. CS

### **World Cup Events**

#### Stonehenge Cup 2011

PW reported that all is going OK. The addition of the F1G event has been agreed.

The organisers are reverting to a manual scoring system and scoreboard.

TG it think about sponsorship .

TG

#### Equinox Cup 2011

- Initial bookings for accommodation have been made by the Space organisers
- Recent problems with the use of Barkson in Autumn due to game birds causing no access to surrounding farm land (particularly to the North) have forced the decision to move the F1 classes to Salisbury.
- TG to discuss site availability with Martin Dilly. TG
- MF state that is this move is confirmed then Space would probably move as well. MF
- JC agreed to act as anchor man for the F1 event and IK will get his email address into the CIAM programme. JC IK

- It was agreed to harden up the change of venue at the next meeting,...

<b>Rules</b>	<p><b><u>Technology and FAI Free Flight Competition Paper</u></b>          IK reported that the paper will not be going forward as a Free Flight Sub-Committee proposal.</p> <p><b><u>Rule Change Process for 2011</u></b>          All proposals have gone forward, been accepted for the rule book and publicised in the Newsletter. No comments received.</p> <p><b><u>RCDT in 2011</u></b>          There is some confusion about the use of RCDT in 2011. TG to write a notice making it clear that there must be no use at all of RCDT in any contests other than those which are 100% FAI. TG</p> <p><b><u>SAM and 1066 Rules</u></b>          Tony Shepherd (SAM 1066) and John Close (SAM 35) have now been appointed to final is the rules. The FFTC await results.</p> <p><b><u>Accommodation of R/C assist within Free Flight.</u></b>          In the absence of AB it was noted that Grantham have recently appointed a sub-committee to investigate this issue. Carry forward.</p>	
<b>Events</b>	<p><b><u>Free Flight Showcase 2010</u></b>          PB to contact Ian Hibbert as a possible coordinator. PB</p> <p><b><u>Implications of 2012 Jubilee</u></b>          Carry forward</p>	
<b>Free Flight Info.</b>	<p>TG reported that transfer of data to the new website is underway and the site will then be up and running.. Continuing maintenance and development of the new site will require a more competent web site authoring programme. He asked the Committee to agree to the purchase of a cut down version of Dream Weaver at a budget cost of £300          Proposed MW, Seconded PW Unanimous – all in favour</p>	
<b>FFTC Deliverables</b>	<p>CS to add the Training and Excellence budget. CS</p>	
<b>A.O.B.</b>	<p>TG stated the need for Calendar amendments</p> <ul style="list-style-type: none"> <li>• Club Championships go to the Southern Gala in 2011</li> <li>• F1E will be included in the London Gala</li> </ul> <p style="text-align: right;">TG</p>	
<b>Next meetings</b>	<p><b><u>Dates</u></b>          Wednesday 1<sup>st</sup> December 11.00 am at Chacksfield House.</p>	

FFTC 18/11/10

**Critical dates for FFTC**

<b>BMFA News Copy dates</b>	February 2010 Issue (104) - 17th December
<b>Full Council</b>	Jan 8th Agenda deadline December 13th
<b>Technical Council</b>	March 26 <sup>th</sup> Agenda deadline February 28th
<b>FFTC meetings</b>	- December 7th

**Appendix 1**

**FREE FLIGHT SAFETY GUIDELINES**

These notes are produced to cover Free flight matters although contestants should also be aware of all the Safety items in the BMFA Members Handbook.

Pages 17 to 52 in the BMFA Members Handbook cover all the safety aspects of model flying but obviously not all items will relate to Free Flight

## **FREE FLIGHT SAFTY AND FLYING FIELD BEHAVIOUR**

It is every member's responsibility to ensure that they personally fly in a safe manner and that they also ensure their fellow members fly safely.

### **YOUR FITNESS TO FLY**

Ensure you are sufficiently physically fit to fly Free Flight models, ensure you take care of yourself and are equipped with any necessary medication.

Do not fly if you are under the influence of alcohol, it is unsafe and may invalidate your insurance cover.

### **COMMUNICATION**

When retrieving models always carry a mobile phone and ensure you have the CD's number.

Display your mobile phone number in a prominent place on the dashboard of your car so that you can be contacted if you cause concern by failing to return to your car or in case of an emergency

### **SAFETY**

Read the BMFA Safety Regulations and also be aware of any local flying field safety and general regulations.

Treat other flying field users with the respect you would expect from them, for example avoid retrieving through R/C and C/L flight lines.

Most accidents are caused through flying too close to parked cars and the majority of accident claims are for damage to cars therefore always avoid flying close to parked cars, 100 meters is a recommended safe distance.

Test running motors should be kept to an absolute minimum, do not under any circumstances break in motors in at contests.

Ensure all your equipment is well maintained, i.e. Bicycles, rubber winders, winding stooges, towlines, starter boxes etc. Do not fly models that are unsound and under no circumstances run a motor with a damaged propeller.

CDs and flyers should ensure as far as possible that models are launched from an area such that overflying houses, major roads, railways or other similar hazards is reduced to a minimum.

Always launch models, particularly powered models ones, well away from and downwind of any spectators or vehicles.

When a fuse type dethermaliser is used a snuffer tube must be used.

Always check flying surfaces and other systems thoroughly before flying.

All glider launches should be undertaken with the towline detached from the hand winch

### **FLYING FIELD BEHAVIOUR**

**Motorised Retrieval** Check with the CD that motorised retrieval is acceptable on the site, remember that any vehicle used must have a current MOT, Tax and insurance, crash helmets should be worn when riding motorcycles, MOD sites have a 20 MPH speed limit, ensure you keep to this.

Keep to the perimeter track and avoid using runways

**Note** Motorised Retrieval is only allowed when the model has landed.

Avoid other users where possible and do not drive through any R/C or C/L flight areas.

Do not climb any fences especially those surrounding Military Installations.

### **OFF FIELD**

Free Flight takes place in the country side so please make sure you take steps to minimise your impact on the surroundings

Model retrieval on farm land will vary from venue to venue; local land owners at regular field such as Barkston Heath have good relationships with Model Flyers and receive regular liaison visits, it is best to check with the CD for any special requirements such as avoiding particular crops or game birds. If in doubt always seek advice from the CD or Farmer.

It is normal courtesy, if practical, to request permission of farmers to enter their property, particularly if this is likely to occur again. If entering farmland do so by the normal points, gates or tracks if at all possible. Leave gates as you find them. Always walk the fields by the tractor lines. Walk, do not run, over or around fields, even though you may be on a track, because this can often be misconstrued at a distance by the farmer, or others. Never ride bicycles or motor cycles on farm land.

Always work around the outside of the field and approach the model by the route likely to cause no damage to crops, even if this is the longest route and takes more time. You must not walk a compass line through cropped field under any circumstances. Use reference points around the outside to maintain your compass line. Do not attempt to retrieve models from advanced crops unless you have an accurate line and have the farmer's permission to do so.

Do not enter fields in large groups unless the farmer approves a mass, controlled search.

Leave bicycles in an orderly way where they cannot be regarded as dangerous. If a model (even if not yours) is found close to a road, make it secure and protect it from the public as far as possible.

If questioned outside the airfield about your reason for being there and on whose authority, answer politely at all times and, if in doubt, refer to the Contest Director. Carry your BMFA card or other means of identification.

Your co-operation with the above is imperative because a great deal of time has been spent obtaining the farmers confidence and trust. Please try to correct the actions of other modellers if they are not in accordance with these procedures.

FFTC 16/11/10

## **Appendix 2**

### **Junior Team qualification requirements** **Free Flight**

#### **Purpose**

The need for this paper arises from cases where junior members have fulfilled the only current requirement for Junior Team membership (that they shall have competed in the Team selection events see rule 3.2.4.1 (a) ) yet have not been proposed by the FFTC. The reasons for this non-proposal have been various and usually multiple but no guidelines exist upon which to base such a decision.

#### **Background**

We have very few junior flyers in any classes and even fewer in FAI championship events. The consequence is that we cannot rely upon competition alone to prove the suitability of would be junior team members. We need to establish criteria on which to base fair decisions to accept or reject.

#### **Hard Criteria**

Objective criteria that can be directly measured and where minimum standards can be set

- Trials performance

At present the only requirement is that the junior should compete in the team selection process. This can be met by making one short flight in one of the three events. This could be extended to say that the junior must attend at least two team selection events, must return scores in at least half (three quarters?) of the rounds

flown and must return a total score of at least 50% of the highest score in those two events (not including fly offs).

- Available assistance

On come to the flying site the junior should be able to go through all preparation and flying without direct adult assistance.

- Age

Present maximum age is 18. A minimum age of say 12 could be specified.

### **Soft Criteria**

Subjective criteria which will depend upon FFTC opinion. *Some discussion is needed on how these might be gathered. Submission of a CV by the junior's sponsor addressing these criteria might be good starting point. See below.*

- Competition experience

Competition experience additional to the team selection events and not necessarily in the same classes could be taken into account – both the number of events flown, the results achieved and the overall time period.

- Enthusiasm

Has the junior demonstrated real and sustained enthusiasm for model flying? In these days without the BOM there is always the possibility that the junior is going through a passing phase driven by the enthusiasm of the sponsor rather than his own.

- Maturity

Is the junior (or his sponsor) subject to bursts of tears, loss of self control or other reactions to stress.

- Physical strength

Can the junior wind an F1B, tow a glider over rough ground or start and launch an F1P and do all of these without adult assistance in rough weather.

- Self sufficiency

Can the junior act sufficiently on his own behalf, in all aspects of preparation, flying, retrieving and dealing with other people

- Available support

If attending the championships the junior must have support from his sponsor at the event.

### **New Concepts**

The criteria above introduce two concepts that do not feature in the rule book or elsewhere.

### **The Sponsor (Coach?)**

This role is usually filled at present by a parent, other relative, guardian or approved club member and they must attend the championships with the junior team Any junior attending the Champs must have his sponsor with him. There are plusses and minuses to this. However the junior must have a guardian and that cannot be the team manager unless the mentor is also the manager. . All sponsors (and Junior Team Managers) will need to have completed the appropriate CRB checks.

### **The CV**

It is always going to be difficult for the FFTC to collect data on the subjective criteria. The requirement for the sponsor to assist in this process would be of great assistance and seems a reasonable demand in view of the BMFA assistance which accompanies a team place. A proforma along the lines of this paper, possibly phrased as a set of questions could be supplied to those with a professed interest in a team place.

