

BMFA
FREE FLIGHT TECHNICAL COMMITTEE
MINUTES OF MEETING 11th March 2015

				Action
Present	Mike Woodhouse	MW	Phil Ball	PB
	Chris Strachan	CS	Trevor Grey	TG
	John Carter	JC	John Jacomb	JJ
	Ken Faux	KF	Ian Kaynes	IK
	Dave Phipps (part time)	DP	Andy Symons (Part time)	AS
Apologies	All present			
Minutes of previous meeting, Matters Arising	Minutes accepted from both 28 th January and 18 th February (special meeting)			
	<u>Database of airfields.</u>			
	Only a few have asked DP for the list. KF to send the link to all Committee members.			KF
	<u>Lodge Farm</u>			
	Walt Hodgkinson is sorting a suitable donation			
Contest Calendar	<u>Experimental meetings</u>			
	It was agreed to hold meetings – 8 th November at Luffenham and 16 th August at a venue to be found by TG			TG
	<u>Area Decentralised sites</u>			
	It was agreed that MW will raise the issue at Technical Council and if they accept the principal we will then generate a guidance document for agreement at the next FFTC meeting and for issue in time for use of such sites to be permitted at the 4 th Area meeting (4 th June)			
	<u>F1E</u>			
	14 th June meeting to be moved to 6 th June and 12 th Sept to be moved to 9 th August			TG
	<u>Contest Fund</u>			
	Carry forward to next meeting			
Flying Fields	<u>Barkston</u>			
	DP reported some progress towards the Grantham club getting access on one evening per week but as yet no progress on contest access (other than the Nationals which remain assured)			DP
	<u>Luffenham</u>			
	DP reported that the licence that the contest licence is in place and due for renewal mid-year but progress on a “trimming club” remains slow.			DP
	<u>Salisbury Plain</u>			
	TG reported that all the contest dates we requested have been allocated. The Committee confirmed that the dates we are now using are those that are actively managed and only those. He expressed concern that we have yet to see the licence and he will brief IK (who will attend the allocation meeting on 1 st April on his behalf) on the situation.			TG IK
	<u>Airfields</u>			
	Lyneham is no longer active and maybe worth a look although it appears that there may be plans for building a College on the site. PB to make an initial look.			PB
SAM 35	See under Nationals			

Nationals

2014

Final financial results still await resolution of one invoice. Carry forward to next meeting.

2015

Points made by PB were

- Ian Lever has agreed to correct the days transposed in SAM Speaks for the two Vintage Wakefield events. PB
- CDs sorted for all 3 days PB
- Bowden CDs in place and Roy Wright will provide posts and tape for safety barriers. PB to get further advice from Manny Williamson on Bowden safety, PB
- PB to sort a way of assuring that entrants in 1/2A and F1J specify which scores will count for the power championship before flying. KF
- KF to correct the list of eligible classes for the power championship in the last News which omitted 1/2A. PB DP
- Marquee yet to be booked. DP has a source and prices. 30 by 40 feet was suggested and size can be confirmed at the last minute.

Officer's Reports

Treasurer

JC reported that a donation for £150 to the team travel fund has been received from the Croydon club and he has written to thank them.

He confirmed that the CD expense rate for 2015 will be £60 for overnight accommodation plus mileage expenses if you do not fly.

Council Delegate

Nothing new to report. Next Technical Council report will be on 21st March. PB

PRO

KF agreed to send out the entry form for Team Selection immediately and ensure that it is clear that entry fees are to be sent to PB. KF

Results Officer

PB reported that he has received scores from some fliers who are not current paid-up BMFA members. The Committee keenly approved his proposal to look into this further and report back at the next meeting. MW to also raise at Tech Council PB

Safety Officer

Nothing to report except under Nationals (Bowden) above.

Rules Officer

The 2015 rule Book is now on the website.

Stonehenge Cup and Equinox Cup

All planned and nothing to report

International teams

F1A,B,C

MW reported that all is going OK and he will make an application for additional funding from the Central Team Travel Fund. MW

The team briefing meeting has been moved to 19th April. One of the event organisers will be attending to give assistance and IK has been invited to attend. MW

F1E

Nothing to report,

Junior F1A,B,C

Nothing to report

CIAM Rule Changes

IK presented a summary of the 2015 CIAM proposals and the meeting voted upon

each. The results have been added to the document which is included below as Appendix A of these minutes.

- Space Modelling** **KF and JJ reported on their visit to Stow Maries.**
The organisation would welcome us but the site is small and together with full size activity and local high tension lines would prohibit flying free flight. The possibility of showing models remains and the dates of the schools events are now May 16 (regional finals) and June 6th (national finals) KF
- The FAIR AGM**
AGM is on 14th March after which the Specialist Body annual return will be available to the FFTC and the office. JJ
- Rules** Nothing to report on UK. See above for CIAM under International Teams
- BMFA and FFTC websites** Andy Symons joined the meeting and answered a number of queries about the BMFA website KF
- Entering results is waiting for a process from the Competition Secretary. In the meantime if PB supplies him with results he will enter them. PB AS
 - KF has had difficulty getting “News from the FFTC” into the latest news area. Andy asked him to send copy direct to him. KF AS
 - PB to send latest Nats material direct to Andy PB AS
 - Linkage of the old FFTC site and the BMFA site to be revised
 - Bryan Spooner, KF and Andy to sort out final end of the FFTC separate site KF
- Events and Future Plans** It was agreed that the previously discussed event should take place late in the Autumn. The content to be agreed but to focus upon the need to stay on the field, the problem of shortage of flying sites and both technical and organisational solutions. A paper on “Key thoughts for the future of free flight” from TG and CS was passed round and CS was asked to send a copy to all the Committee.
- AOB** **A Tannoy for the Nationals**
PB was authorised to purchase a suitable tannoy and pass the invoice to JC
- Next meetings** **Dates**
Wednesday 29th April
Wednesday 10th June

Critical dates for FFTC

- | | |
|-----------------------------|---|
| BMFA News Copy dates | June 2015 issue – copy 23 rd April |
| | August 2015 Issue – copy 19th June |
| Full Council | 16 th May Agenda deadline 20 th April |
| Technical Council | 21 st March 2015 Agenda deadline 23 rd February |
| FFTC meeting | 29th April |
| | 10 th June |

FFTC 12/03/15

Appendix A

Summary of Free Flight relevant Proposals for CIAM Plenary 2015

- 1) Split up into parts as considered at FFTC and results of FFTC votes added, this table is in the order of the original summary and the FFTC discussion.

<u>S1</u>	<u>agenda item (u) page 35</u>	<u>Agreed</u>	<u>FFSC proposal to ban flaps in F1E G H J K P</u>
<u>S2 F1A F1B</u>	<u>agenda item (a) page 25, item (k) page 30</u>	<u>Agreed</u>	<u>Germany propose to ban variable geometry or variable wing area in the specifications of F1A, F1B</u>
<u>S2 F1C</u>	<u>item (n) page 31</u>	<u>Against</u>	<u>Germany propose to ban variable geometry or variable wing area in the specifications of F1C</u>
<u>S2 F1G H K P</u>	<u>item (q) page 33, items (v) (w) (x) on page 35, items (y) and (z) page 36</u>	<u>Agreed</u>	<u>Germany propose to ban variable geometry or variable wing area in the specifications of F1G F1, H F1K F1P.</u>
<u>S2A</u>	<u>agenda item (c) page 25 AND item (e) page 26</u>	<u>Agreed</u>	<u>FFSC propose to change maximum for F1A F1B and F1C using a 4 minute maximum for the last round if conditions Number of flights reduced from 7 to 5.</u>
<u>S3</u>	<u>agenda item (g) page 27</u>	<u>Agreed</u>	<u>The FFSC propose that the maximum first flyoff be increased to 6 minutes.</u>
<u>S4</u>	<u>agenda item (h) page 27</u>	<u>Against</u>	<u>The FFSC propose a system for splitting flyoffs with 12 or more competitors into 2 groups.</u>
<u>S5</u>	<u>agenda item (d) page 26 and (POL) item (f) page 27</u>	<u>Agreed</u>	<u>The FFSC propose to increase the maximum for F1A in the first round to 4 minutes. Poland also propose this change.</u>
<u>S6</u>	<u>agenda item (b) page 25</u>	<u>Against</u>	<u>Poland propose reducing the F1A towline length from 50m to 40m</u>
<u>S7</u>	<u>agenda item (j) page 28</u>	<u>Against</u>	<u>Austria propose reducing the F1A towline length from 50m to 35m.</u>
<u>S8</u>	<u>agenda item (j) page 28</u>	<u>Agreed</u>	<u>UK proposal: In F1A the towline diameter</u>
<u>S8</u>	<u>item (m) page 30</u>	<u>Agreed</u>	<u>UK Proposal: In F1B the propeller must have been released</u>
<u>S8</u>	<u>item (s) page 33</u>	<u>agreed</u>	<u>UK Proposal: F1C maximum motor run reduced from 5 to 4 seconds.</u>

<u>S9</u>	<u>item (l) page 30</u>	<u>Against</u>	<u>Poland propose reducing the maximum weight of an F1B motor from 30g to 25g.</u>
<u>S10</u>	<u>agenda item (o) part 2 page 32</u>	<u>Agreed</u>	<u>Austria propose a requirement that all F1C models must have RDT</u>
<u>S11</u>	<u>agenda item (o) part 1 page 32</u>	<u>Against</u>	<u>Austria propose that the F1C standard fuel should use ethanol instead on methanol.</u>
<u>SXX</u>	<u>agenda item (p) page 32</u>	<u>Against</u>	<u>Denmark propose eliminating castor oil as an F1C lubricant</u>
<u>S12</u>	<u>agenda item (r) page 33</u>	<u>Agreed</u>	<u>Poland propose to reduce the F1C motor run from 5 seconds to 4 seconds</u>
<u>S13</u>	<u>agenda item (aa) page 36</u>	<u>Against</u>	<u>USA propose to introduce the E36 class as new FAI class F1S</u>
<u>ABR</u>			
<u>S14 –</u>	<u>agenda item (a) page 8 –actually A.4.3</u>	<u>Agreed</u>	<u>Poland propose to change A.4.5 so that subcommittees will consist only of members given on the list submitted by NACs</u>
<u>S15</u>	<u>agenda item (b) page 8</u>	<u>Agreed</u>	<u>FFSC propose to allow the option in A.6.1 to have proposals considered for future application – later than the start of the next year after the Plenary.</u>
<u>S16</u>	<u>agenda item (a) page 12</u>	<u>Against</u>	<u>Germany propose changes to definitions of competitions in B.2 including removing ranking.</u>
<u>S17</u>	<u>agenda item (o) page 17</u>	<u>Agreed</u>	<u>Proposals from GBR on fees B.7.4</u>
<u>S18</u>	<u>agenda items (d) page 12, item (e) page 13, item (s) page 19</u>	<u>Agreed</u>	<u>B 5.4, B5.5, B17.6 change to allow use of FAI Licence number or the FAI ID number.</u>
<u>S19</u>	<u>agenda item (g) page 13</u>	<u>Agreed</u>	<u>B.7.2 Late entry fee surcharges 90 days before event.</u>
<u>S20</u>	<u>agenda item (i) page 14</u>	<u>Agreed</u>	<u>B.7.2 When a competitor enters multiple classes at an event the organisers may charge entry fee for each class</u>
<u>S21</u>	<u>agenda item (j) page 14, also UK proposal item (o) page 17</u>	<u>Agreed</u>	<u>B.7.4 Remove limits on accommodation costs at championships.</u>
<u>S22</u>	<u>agenda item (l) page 15</u>	<u>Against</u>	<u>B.7.4 Maximum banquet cost increased to 50 euro</u>
<u>S23</u>	<u>agenda item (u) page 19</u>	<u>Against</u>	<u>B.18.1 Increase protest fee to 50 euro.</u>
<u>S24 –</u>	<u>item (a) page 22</u>	<u>Abstain</u>	<u>Modify definitions of classes and aircraft, overall minimal change for free flight.</u>
<u>S25</u>	<u>agenda item (k) page 11</u>	<u>Against</u>	<u>Bureau proposal to remove nomination forms for CIAM medals and diploma from ABR instead download from web site. Makes the awards invisible in the Sporting Code, definitions of the awards needs to be retained in the Code.</u>
<u>S26</u>	<u>agenda item (t) page 34</u>	<u>Agreed</u>	<u>World Cup administration clarifications</u>

2) Reformat of the above table into the order of the CIAM agenda

<u>S14</u>	<u>agenda item (a) page 8 –actually A.4.3</u>	<u>Agreed</u>	<u>Poland propose to change A.4.5 so that subcommittees will consist only of members given on the list submitted by NACs</u>
<u>S15</u>	<u>agenda item (b) page 8</u>	<u>Agreed</u>	<u>FFSC propose to allow the option in A.6.1 to have proposals considered for future application – later than the start of the next year after the Plenary.</u>
<u>S25</u>	<u>agenda item (k) page 11</u>	<u>Against</u>	<u>Bureau proposal to remove nomination forms for CIAM medals and diploma from ABR instead download from web site. Makes the awards invisible in the Sporting Code, definitions of the awards needs to be retained in the Code.</u>
<u>S16</u>	<u>agenda item (a) page 12</u>	<u>Against</u>	<u>Germany propose changes to definitions of competitions in B.2 including removing ranking.</u>
<u>S18</u>	<u>agenda items (d) page 12</u>	<u>Agreed</u>	<u>B 5.4 change to allow use of FAI Licence number or the FAI ID number.</u>
<u>S18</u>	<u>agenda item (e) page 13</u>	<u>Agreed</u>	<u>B5.5 change to allow use of FAI Licence number or the FAI ID number.</u>
<u>S19</u>	<u>agenda item (g) page 13</u>	<u>Agreed</u>	<u>B.7.2 Late entry fee surcharges 90 days before event.</u>
<u>S20</u>	<u>agenda item (i) page 14</u>	<u>Agreed</u>	<u>B.7.2 When a competitor enters multiple classes at an event the organisers may charge entry fee for each class</u>
<u>S21</u>	<u>agenda item (j) page 14,</u>	<u>Agreed</u>	<u>B.7.4 Remove limits on accommodation costs at championships.</u>
<u>S22</u>	<u>agenda item (l) page 15</u>	<u>Against</u>	<u>B.7.4 Maximum banquet cost increased to 50 euro</u>
<u>S17</u>	<u>agenda item (o) page 17</u>	<u>Agreed</u>	<u>Proposals from GBR on fees B.7.4 removing accommodation cost limit</u>
<u>S18</u>	<u>agenda item (s) page 19</u>	<u>Agreed</u>	<u>B17.6 change to allow use of FAI Licence number or the FAI ID number.</u>
<u>S23</u>	<u>agenda item (u) page 19</u>	<u>Against</u>	<u>B.18.1 Increase protest fee to 50 euro.</u>
<u>S24 –</u>	<u>item (a) page 22</u>	<u>Abstain</u>	<u>Modify definitions of classes and aircraft, overall minimal change for free flight.</u>
<u>S2 F1A</u>	<u>agenda item (a) page 25</u>	<u>Agreed</u>	<u>Germany propose to ban variable geometry or variable wing area in the specifications of F1A</u>
<u>S6</u>	<u>agenda item (b) page 25</u>	<u>Against</u>	<u>Poland propose reducing the F1A towline length from 50m to 40m</u>
<u>S2A</u>	<u>agenda item (c) page 25 AND item (e) page 26 – TO BE CONSIDERED TOGETHER</u>	<u>Agreed</u>	<u>FFSC propose to change maximum for F1A F1B and F1C using a 4 minute maximum for the last round if conditions Number of flights reduced from 7 to 5.</u>
<u>S5 FFSC</u>	<u>agenda item (d) page 26</u>	<u>Agreed</u>	<u>The FFSC propose to increase the maximum for F1A in the first round to 4 minutes.</u>
<u>S5 POL</u>	<u>agenda item (f) page 27</u>	<u>Agreed</u>	<u>Poland propose to increase the maximum for F1A in the first round to 4 minutes.</u>
<u>S3</u>	<u>agenda item (g) page 27</u>	<u>Agreed</u>	<u>The FFSC propose that the maximum first flyoff be increased to 6 minutes.</u>
<u>S4</u>	<u>agenda item (h) page 27</u>	<u>Against</u>	<u>The FFSC propose a system for splitting flyoffs with 12 or more competitors into 2 groups.</u>
<u>S7</u>	<u>agenda item (i) page 28</u>	<u>Against</u>	<u>Austria propose reducing the F1A towline length from 50m to 35m.</u>
<u>S8</u>	<u>agenda item (j) page 28</u>	<u>Agreed</u>	UK proposal: In F1A the towline diameter
<u>S2 F1B</u>	<u>agenda item (k) page 30</u>	<u>Agreed</u>	<u>Germany propose to ban variable geometry or variable wing area in the specifications of F1A</u>
<u>S9</u>	<u>Agenda item (l) page</u>	<u>Against</u>	<u>Poland propose reducing the maximum weight of</u>

	<u>30</u>		<u>an F1B motor from 30g to 25g.</u>
S8	Agenda item (m) page 30	Agreed	UK Proposal: In F1B the propeller must have been released
S2 F1C	<u>Agenda item (n) page 31</u>	<u>Against</u>	<u>Germany propose to ban variable geometry or variable wing area in the specifications of F1C</u>
S11	<u>agenda item (o) part 1 page 32</u>	<u>Against</u>	<u>Austria propose that the F1C standard fuel should use ethanol instead on methanol.</u>
S10	<u>agenda item (o) part 2 page 32</u>	<u>Agreed</u>	<u>Austria propose a requirement that all F1C models must have RDT</u>
SXX	<u>agenda item (p) page 32</u>	<u>Against</u>	<u>Denmark propose eliminating castor oil as an F1C lubricant</u>
S11	<u>agenda item (q) page 33</u>	<u>Against</u>	<u>Germany proposal identical to one from Austria (item (o) part 1)</u>
S12	<u>agenda item (r) page 33</u>	<u>Agreed</u>	<u>Poland propose to reduce the F1C motor run from 5 seconds to 4 seconds</u>
S8	Agenda item (s) page 33	agreed	UK Proposal: F1C maximum motor run reduced from 5 to 4 seconds.
S26	<u>agenda item (t) page 34</u>	<u>Agreed</u>	<u>World Cup administration clarifications</u>
S1	<u>agenda item (u) page 35</u>	<u>Agreed</u>	<u>FFSC propose to ban flaps on the classes which have not yet started to use them: F1E, F1G, F1H, F1J, F1K, F1P</u>
S2 F1PGHJK	<u>items (v) (w) (x) on page 35, items (y) and (z) page 36</u>	<u>Agreed</u>	<u>Germany propose to ban variable geometry or variable wing area in the specifications of F1P F1G F1H F1J F1K</u>
S13	<u>agenda item (aa) page 36</u>	<u>Against</u>	<u>USA propose to introduce the E36 class as new FAI class F1S</u>

In contrast to my original summary the German proposal on flappers/variable area DOES include F1J. It also includes a request for application to be delayed until 2018 for the classes F1A F1B F1C. Currently such a request is on a questionable basis, but if the earlier proposal about delayed effective date is passed then it would provide a basis for accepting 2018.

There is also a proposal which we did not discuss. It is on Page 20 (x) and imposes a time limit for submitting protests:

B.18.2 Time limit for lodging protests Bureau

Amend paragraph b) as follows:

b) During the contest: a protest against a decision of the judges or other contest officials or against an error or irregularity committed during an event by another competitor or team manager must be lodged immediately. **If the Team Manager's involvement in the Championship prevents an immediate protest, either the competitor or the Team Manager must straight away announce to the Contest Director a notice of intention to protest. They shall have up to 30 minutes to submit a formal protest.**

Reason: This expands the scope of the paragraph and seeks to provide a solution to a situation which has happened in the past.

y)