

MINUTES

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.

(T/A British Model Flying Association)

Minutes of the Area Council Meeting held on the 25th September 2010 at 11am at Chacksfield House, 31 St Andrews Road, Leicester LE2 8RE.

Provisional until confirmed at the next Area Council Meeting.

PRESENT

Nigel Barker
Peter Leavesley
Peter Spurway

Andy Symons
Richard Mathews
David Lloyd Jones
Peter Christy
Keith Miller FSMAE
Stuart Simpson
Peter Disney
Ian Robb

Meeting Chairman / PRO
East Anglia Area Delegate
London Area Delegate Alternate/PAS
Controller
Northern Area Delegate
Mid West Area Delegate Alternate
North West Area Delegate
South Midland Area Delegate
South East Area Delegate
Southern Area Delegate
South West Area Delegate / RNMAA Del
Northern Ireland Area Delegate

In Attendance

Linda Harding
Manny Williamson

Minute Taker / Office Manager
Development Officer

Observer

Terry Eato

Club Support Officer

AGENDA

- 1 Apologies for Absence.
- 2 Request for Permission to be Absent.
- 3 Correction and adoption of the Minutes of the Area Council Meeting held on 5th June 2010.
- 4 Matters/Actions Arising from the meeting on 5th June 2010 that are not included elsewhere on this Agenda.
- 5 To receive a proposal from the following Area to appoint a Chief Examiner:
Northern Ireland Area that Robert Wallace, Membership Number 68322 is appointed Area Chief Examiner (Fixed Wing) for Northern Ireland Area.

- 6 To receive reports from the Achievement Scheme Controllers.
- a) Power
 - b) Silent Flight
- 7 To receive the following proposals from Chris Moynihan, Vice-Chairman:
- i) *That Areas Council introduce an Indoor **Aerobatic** achievement scheme based on the discussion document circulated with previous Area Council minutes and attached to this proposal.*
 - ii) *That the following modification be made to the A & B Certificate (Helicopter) Members Handbook 2010 page 61, column 2 & page 62, column 1:*
 Remove – **“No artificial stabilisation of the helicopter is allowed other than a tail rotor gyro”**
 Replace with – **“Where a fly bar is fitted no other artificial stabilisation of the helicopter is allowed other than a tail rotor gyro. If the helicopter has no fly bar fitted it is acceptable to use an electronic fly bar system, however the extra electronics must only be acting as a fly bar replacement system and must not take over control from the pilot or achieve automated flight.”**
 - iii) *That if the proposal to modify the handbook regarding extra electronic stabilisation for “flybarless” helicopters is accepted, that the following modification be made to the A & B Certificate (Helicopter) Test Standards and Guideline Booklets:*
 Remove – **“It is acceptable to use an electro-mechanical or solid state gyro in any helicopter being used to take the test although electronic stabilisation is restricted to a single sensor acting in rotation around the yaw axis only. This allows a range of gyros to be fitted, from simple yaw dampers to solid state heading lock units but only acting on the tail rotor.”**
 Replace with – **Gyros and Electronic Stabilisation**
“Where a fly bar is fitted, it is acceptable to use an electro-mechanical or solid state gyro in a helicopter being used to take the test although electronic stabilisation is restricted to a single sensor acting in rotation around the yaw axis only. This allows a range of gyros to be fitted, from simple yaw dampers to solid state heading lock units but only acting on the tail rotor.
If the helicopter does not have a fly bar fitted it is acceptable to use extra electronic stabilisation, however the extra electronic stabilisation must only be acting as a fly bar replacement system and must not take over control from the pilot or achieve automated flight.
The use of any autopilot and/or artificial stability features which are (or may be) designed into such units beyond the definition above is not acceptable during the test and is not allowed.”
 - iv) *To remove the following from the Members Handbook 2010, B Certificate Fixed Wing page 59 column 2 section (e):*
 Remove from after section (e)
“For aircraft (scale aircraft specifically) which for reasons of structural strength or control limitations cannot perform an outside loop, a Split S or Reversal (from level flight, half roll to inverted, hold, then pull through half loop to recover in level flight) may be accepted by the Examiner”.
 and also replace
“(i) Gain height and perform a three turn spin. For aircraft which will not spin, a spin attempt resulting in a spiral dive (not necessarily of three turns), will be acceptable. In each case the initial heading and the recovery heading must be into wind and the model must fall into the spin (no ‘flick’ spin entry).”
 With

“Gain height and perform a three turn spin, the initial heading and the recovery heading must be into wind and the model must fall into the spin (no ‘flick’ spin entry).”

v) If the proposal to remove the options from the Power fixed wing B test is accepted to modify the B test fixed wing Standards booklet. Page 9, (e) Fly downwind and complete one outside loop downwards from the top i.e. a bunt.

Remove

For aircraft (scale aircraft specifically) which for reasons of structural strength or control limitations cannot perform an outside loop, a Split S or Reversal (from level flight, half roll to inverted, hold, then pull through half loop to recover in level flight) may be accepted by the examiner.

The candidate may request that they fly this option and you will have to decide if this can be allowed. In making your decision, bear in mind that you are testing the pilot, not the model. If, in your opinion, the model is capable of performing an outside loop, then you should request that the pilot flies that manoeuvre. Only if you are certain in your own mind that the model will not bunt should you allow the option.

If you do allow the option, the manoeuvre may be done either upwind or downwind and should be performed on the standard line but from higher than the standard height to allow sufficient room for a smooth safe recovery. The manoeuvre is not performed in front of the pilot and the model should be flown, in level flight and on the correct line, past the pilot for a distance of around 100 yards before the manoeuvre is initiated.

The inverted hold should be for a second or two and there should be no noticeable deviation from level flight during the short time the model is inverted (a small ‘down elevator’ input may be required). Whilst inverted the throttle should be closed and, as the model slows, a smooth half loop is performed to recover in level flight and on the standard line. A recovery that is significantly off line or too low or a half loop that is pulled too tight are signs that the manoeuvre has not been practised and are not acceptable.

also replace

(i) Gain height and perform a three turn spin. For aircraft which will not spin, a spin attempt resulting in a spiral dive (not necessarily of three turns) will be acceptable. In each case the initial heading and the recovery heading must be into wind and the model must fall into the spin (no ‘flick’ spin entry).

with

(i) Gain height and perform a three turn spin, the initial heading and the recovery heading must be into wind and the model must fall into the spin (no ‘flick’ spin entry).

and remove

It may be, in fact, that the model will genuinely not spin without fundamental changes to control movements and/or centre of gravity and this is not what you are testing. In this case a spiral dive is acceptable although you should note that this is not an option. You may only accept a spiral dive if the model has proved to your satisfaction during the test that it will not spin.

Bearing all this in mind, if the model shows a reluctance to spin you should allow the candidate two or three attempts before accepting the spiral dive and moving on, each attempt following the entry procedure outlined above. Note that the requirement for accurate recovery from a spiral dive is exactly the same as for a spin and you should make no allowances beyond those noted above.

Do not accept any excuses from the pilot that his model is too fragile to spin; the section on the suitability of models applies.

vi) To change the A & B certificate (Fixed Wing) standards booklets as follows

A Cert (FW) Page 6, B Cert (FW) Page 7, add the following to the "The Test" section A

"The pilot must stand in the designated pilot area for the entirety of the flying part of the test."

A Cert (FW) Page 7, B Cert (FW) Page 7 replace

"Take off must be done with the model a safe distance from the pits area and on a line which does not take the model towards the pits, other people or any other danger area. The pilot may stand where he chooses but if he stands out on the strip (behind the model when it starts its run) he should inform other pilots flying that he is going out onto the active area.

With

"Take off must be done with the model a safe distance from the pits area and on a line which does not take the model towards the pits, other people or any other danger area."

vii) It is proposed that **A tests should always be taken before a B test in all disciplines** and therefore the following modification be made to the Members Handbook 2010 Page 53 column 2 "The Radio Control Achievement Schemes".

Modify the existing paragraph

"(b) The 'B' Certificate which is designed to recognise a more advance pilot's increased ability and knowledge and a demonstrated high level of safety. A candidate presenting himself for a 'B' test must already hold the A certificate in the discipline being tested."

viii) That if the proposal that A certificates must be passed before a B test is accepted, that the following modifications be made to all B test guidance notes.

Remove

"A pilot capable of flying to 'B' certificate standards and wishing to go straight to the 'B' test without taking the 'A' test may do so but candidates should on no account be forced along this path. A flyer, known within a club to be a good pilot, going through the 'A' before taking the 'B' can be an excellent example to the rest of the club members and this should be pointed out to any candidate wishing to go direct to the 'B'."

And replace with

"A candidate wishing to take the 'B' must already have passed the 'A', however the 'B' can be attempted immediately after passing the 'A'."

- 8 To receive reports from committees or co-ordinators related to the business of this meeting.
- a) Achievement Scheme Review Committee
 - b) Flight Challenge
 - c) Education

- 9 To receive reports from Area Committees. (Please ensure your Area prepares a maximum of 1 x A4 page synopsis of your report for the meeting. Photocopying facilities are available at Chacksfield House if required.)
- 10 To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.
- 11 To confirm dates of Areas Council meetings 2011.
- 12 Any Other Business.

MINUTES

Andy Symons Northern Area Delegate was appointed as Vice-Chairman for this meeting.

VOTING STRENGTH OF THE MEETING IS 11.

A1064/09/10 (1) Apologies for absence.

Apologies were received from the following:
 Tom Jones North East Area Delegate
 George Maynard Midland Area Delegate

A1065/09/10 (2) Request for permission to be absent.

A request was received from Martin Dilly FSMAE London Area Delegate, which was duly granted and Peter Spurway attended as his alternate.

A1066/09/10 (3) Correction and adoption of the Minutes of the Area Council Meeting held on 5th June 2010.

There were no corrections.

South Midland Area proposed that the Minutes of the Areas Council Meeting held on 5th June 2010 be accepted as a true record of that meeting.

Seconded by Southern Area
 Vote: For 10
 Ags: 0
 Abs: 1

Carried by a majority vote.

A1067/09/10 (4) Matters/Actions arising from the meeting on 5th June 2010 that are not included elsewhere on this Agenda.

ACTION / NOTES

Page 3

- Third paragraph, appointment of Silent Flight AS Controller – Chris Moynihan was formally appointed as Silent Flight AS Controller at the September Full Council Meeting.

Page 4

- **Second paragraph, action ASRC to discuss whether they believe the boundaries of responsibilities for ACE's to re-assess a particular Club Examiner should be changed – Work in progress.** ASRC

Page 9

- **Final paragraph, action Office Manager to check circulation for receiving copies of annual Club Examiner ratification forms – The Office Manager confirmed that Area ASC's are sent copies of the forms.**

This concluded matters arising.

A1068/09/10 (5) To receive a proposal from the following Northern Ireland Area to appoint Robert Wallace, Membership Number 68322 as Area Chief Examiner (Fixed Wing).

Seconded by Northern Area
Carried unanimously.

**N IRELAND
AREA/OFFICE/PAS
CONTROLLER**

A1069/09/10 (6) To receive reports from the Achievement Scheme Controllers

- ***** a) **Power
WRITTEN REPORT (APPENDIX A)**
- b) **Silent Flight – no report.**

A1070/09/10 (7) To receive the following proposal from Chris Moynihan, Vice Chairman on behalf of ASRC.

The proposals were seconded en bloc and voted on individually.

Seconded by South West Area

- i) *That Areas Council introduce an Indoor **Aerobatic** achievement scheme based on the discussion document circulated with previous Area Council minutes and appended to the agenda for this meeting.*

The meeting were generally in accord with the concept of an Indoor Aerobatic achievement scheme. It was suggested that the ASRC when considering the structure of the scheme should emphasise that it is not intended as an introduction level for competitions or indoor fly-ins.

Vote: For: 10
Ags: 0
Abs: 1

Carried by a majority vote.

ASRC

Items ii) and iii) voted en bloc

- ii) *That the following modification be made to the A & B Certificate (Helicopter) Members Handbook 2010 page 61, column 2 & page 62, column 1:*

Remove – “No artificial stabilisation of the helicopter is allowed other than a tail rotor gyro”.

Replace with – “Where a fly bar is fitted no other artificial stabilisation of the helicopter is allowed other than a tail rotor gyro.

If the helicopter has no fly bar fitted it is acceptable to use an electronic fly bar system, however the extra electronics must only be acting as a fly bar replacement system and must not take over control from the pilot or achieve automated flight.”

- iii) *That if the proposal to modify the handbook regarding extra electronic stabilisation for “flybarless” helicopters is accepted, that the following modification be made to the A & B Certificate (Helicopter) Test Standards and Guideline Booklets:*

Remove – “It is acceptable to use an electro-mechanical or solid state gyro in any helicopter being used to take the test although electronic stabilisation is restricted to a single sensor acting in rotation around the yaw axis only. This allows a range of gyros to be fitted, from simple yaw dampers to solid state heading lock units but only acting on the tail rotor.”

***Replace with – Gyros and Electronic Stabilisation
“Where a fly bar is fitted, it is acceptable to use an electro-mechanical or solid state gyro in a helicopter being used to take the test although electronic stabilisation is restricted to a single sensor acting in rotation around the yaw axis only. This allows a range of gyros to be fitted, from simple yaw dampers to solid state heading lock units but only acting on the tail rotor.***

If the helicopter does not have a fly bar fitted it is acceptable to use extra electronic stabilisation, however the extra electronic stabilisation must only be acting as a fly bar replacement system and must not take over control from the pilot or achieve automated flight.

The use of any autopilot and/or artificial stability features which are (or may be) designed into such units beyond definition above is not acceptable during the test and is not allowed.”

It was suggested it might be worth considering that instead of putting the onus on the Examiner to say what sort of system was fitted to the helicopter the candidate had to prove to the Examiner that it did not allow automatic stabilisation. – ASRC to incorporate suitable words to item iii) to reflect this suggestion.

ASRC

Vote to accept items ii) and iii) incorporating the amendment as discussed above.

ASRC

Carried unanimously

Items iv) and v) voted en bloc.

- iv) *To remove the following from the Members Handbook 2010, B Certificate Fixed Wing page 59 column 2 section (e):*

Remove from after section (e)

“For aircraft (scale aircraft specifically) which for reasons of structural strength or control limitations cannot perform an outside loop, a Split S or Reversal (from level flight, half roll to inverted, hold, then pull through half loop to recover in level flight) may be accepted by the Examiner.”

and also replace

“(i) Gain height and perform a three turn spin. For aircraft which will not spin, a spin attempt resulting in a spiral dive (not necessarily of three turns), will be acceptable. In each case the initial heading and the recovery heading must be into wind and the model must fall into the spin (no ‘flick’ spin entry)”.

With

“Gain height and perform a three turn spin, the initial heading and the recovery heading must be into wind and the model must fall into the spin (no ‘flick’ spin entry).”

- v) *If the proposal to remove the options from the Power Fixed Wing B test is accepted to modify the B test Fixed Wing Standards Booklet. Page 9, (e) Fly downwind and complete one outside loop downwards from the top i.e. a bunt.*

Remove

For aircraft (scale aircraft specifically) which for reasons of structural strength or control limitations cannot perform an outside loop, a Split S or Reversal (from level flight, half roll to inverted, hold, then pull through half loop to recover in level flight) may be accepted by the examiner.

The candidate may request that they fly this option and you will have to decide if this can be allowed. In making your decision, bear in mind that you are testing the pilot, not the model. If, in your opinion, the model is capable of performing an outside loop, then you should request that the pilot flies that manoeuvre. Only if you are certain in your own mind that the model will not bunt should you allow the option.

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The inverted hold should be for a second or two and there should be no noticeable deviation from level flight during the short time the model is inverted (a small 'down elevator' input may be required). Whilst inverted the throttle should be closed and, as the model slows, a smooth half loop is performed to recover in level flight and on the standard line. A recovery that is significantly off line or too low or a half loop that is pulled too tight are signs that the manoeuvre has not been practised and are not acceptable.

Vote: For: 9
Ags: 1
Abs: 1

Carried by a majority vote.

ASRC

- vi) *To change the A & B Certificate (Fixed Wing) Standards Booklet as follows:*

A Cert (FW) Page 6, B Cert (FW) Page 7, add the following to the "The Test" section A

"The pilot must stand in the designated pilot area for the entirety of the flying part of the test."

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With

“Take off must be done with the model a safe distance from the pits area and on a line which does not take the model towards the pits, other people or any other danger area.”

Vote: For: 10
Ags: 1
Abs: 0

ASRC

Carried by a majority vote.

Items vii) and viii) voted en bloc

- vii) *It is proposed that **A tests should always be taken before a B test in all disciplines** and therefore the following modification be made to the Members Handbook 2010 Page 53 column 2 “The Radio Control Achievement Schemes.”*

Modify the existing paragraph

“(b) The ‘B’ Certificate which is designed to recognise a more advance pilot’s increased ability and knowledge and a demonstrated high level of safety. A candidate presenting himself for a ‘B’ test must already hold the A certificate in the discipline being tested.”

- viii) *That if the proposal that A certificates must be passed before a B test is accepted, that the following modifications be made to all B test guidance notes.*

Remove

“A pilot capable of flying to ‘B’ certificate standards and wishing to go straight to the ‘B’ test without taking the ‘A’ test may do so but candidates should on no account be forced along this path. A flyer, known within a club to be a good pilot, going through the ‘A’ before taking the ‘B’ can be an excellent example to the rest of the club members and this should be pointed out to any candidate wishing to go direct to the ‘B’.”

And replace with

“A candidate wishing to take the ‘B’ must already have passed the ‘A’, however the ‘B’ can be attempted immediately after passing the ‘A’.”

Vote: For: 10
Ags: 1
Abs: 0

ASRC

Carried by a majority vote.

It was suggested for clarification purposes that a paragraph is added to advise Examiners that they can take the flying part of the 'A' and move straight to the flying part of the 'B', there is no need to have two distinct "question and answer" sessions.

ASRC

The inception date for any amendments to the Members Handbook emanating from the above proposals 7 ii) onwards will be January 1st 2011.

ALL

A notice will be published in BMFA News.

ASRC

***** **"KNOW YOUR INSURANCE" DOCUMENT (APPENDIX B)**

Copies of the document "Know your BMFA Insurance" were handed out. The Chairman allowed the Development Officer some time to address the meeting to recap on some of the salient points in the document.

There are still a large number of members who cannot do not seem to understand the way the insurance works and the Development Officer thought it would be useful to run through it today so that Area Delegates can pass on the information to their clubs.

Representatives were asked to convey this information to their clubs and also suggest to them that the best way to get the message across to their club members would be to request a Club visit by the Development Officer.

A1071/09/10 (8) To receive reports from Committees or Co-ordinators related to the business of this meeting.

- a) **Achievement Scheme Review Committee** – No report.
- b) **Flight Challenge** – Refer to Development Officer report – Appendix L.

***** c) **Education – WRITTEN REPORT (APPENDIX C)**

The PRO requested that, if Areas would like a BMFA stand at Area events/shows, ideally they need to drum up local support for manning the stands.

ALL AREAS

A1072/09/10 (9) To receive reports from Area Committees.

***** **NORTHERN AREA – WRITTEN REPORT (APPENDIX D)**

***** **SOUTHERN AREA – WRITTEN REPORT (APPENDIX E)**

MID WEST AREA – They currently have no Area Delegate. Unfortunately since the resignation of their Area Delegate Robin Jones FSMAE, there have been no volunteers come forward for the job.

The Area is very proactive and has already planned several shows for 2011. They believe this is the best way to promote the Area and the BMFA and to recruit more members.

SOUTH MIDLAND AREA – WRITTEN REPORT (APPENDIX F)

DEVON & CORNWALL SUB AREA – WRITTEN REPORT (APPENDIX G)

EAST ANGLIA AREA – WRITTEN REPORT (APPENDIX H)

They wished their thanks to be conveyed to all those volunteers who helped with the clearing up operation at the August Nationals. They really are the unsung heroes.

NORTH WEST AREA – WRITTEN REPORT (APPENDIX I)

NORTHERN IRELAND AREA – WRITTEN REPORT (APPENDIX J)

RAFMAA AREA – WRITTEN REPORT (APPENDIX K)

SOUTH EAST AREA – WRITTEN REPORT (APPENDIX L)

The Delegate also advised that he would be standing down for 2011 as Area Delegate and Education Co-ordinator. Hopefully volunteers will come forward to fill the posts.

LONDON AREA – No written report. Everything is good in the Area at present.

A1073/09/10 (10) To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.

DEVELOPMENT OFFICER – WRITTEN REPORT (APPENDIX M)

PRO – It has been a very busy season. It has been very interesting attending some of the Light Aircraft Association shows. The Flying Show at the NEC in November 2009 was excellent, as was the show at Sywell in September this year.

We are made very welcome at the shows and the interest in model flying is encouraging. Our Association is very well respected by the Aviation bodies generally.

A1074/09/10 (11) To confirm dates of Area Council meetings 2011.

The dates of Area Council 2011 were confirmed as follows:

Saturday 29 January 2011 / Saturday 24 September 2011

The dates for 2011 have been set as above however this will be the first year we will have held two meetings instead of three and if necessary the dates can be reviewed thereafter. Area Council agreed to using electronic means for making any decisions that become necessary after January, that cannot wait until September.

**N.B FROM 2011
THERE WILL
ONLY BE TWO
AREA COUNCIL
MEETINGS HELD
DURING EACH
YEAR**

A1075/09/10 (12) Any Other Business

There was none.

Linda Harding, Office Manager

CIRCULATION:

All Council Members

SAA Delegate

All Area Chairman

All Area Secretaries

RNMAA Chairman

All Area AS Co-ordinators

PAS/SFAS Controller

Flying Site Adviser

All Tech Committee Members

Fellows (as requested)

Club Bulletin

Office Manager

Accounts Manager

BMFA News Editor

Chief Executive

Development Officer

Club Support Officer

R/C Power Achievement Scheme Controller

Report to Areas Council 25 September 2010

Since the last Council meeting I have had many telephone questions. I thought this was an interesting one.

Examiner's question "What is the last thing that you do at the end of a flying session?"

Candidate's answer " Clean the model and retrieve the peg."

In my opinion, for anyone working on 35MHz, the peg should be removed before cleaning the model. Although I know at least one club where the peg is never removed before leaving the flying site.

We are now getting candidates who have only flown with 2.4Ghz systems, so I suggest that the answer is not now quite so clear-cut. Many clubs do not have a peg system for 2.4Ghz. Others have a pointless system. In this transition period all candidates should be aware of all the frequency control systems as they may be asked to help an even newer candidate still on 35Meg.

Will 35MHz disappear altogether? Answers on a postcard please. ☺ It is a while since I've seen a 27MHz coloured flag though...

Peter Spurway
Controller RCPAS
Phone 01727 851223
Email rcpas@bmfa.org



KNOW YOUR BMFA INSURANCE

It is clear that there are many important benefits to being a member of the National Governing Body for model flying of which one of the most significant is the insurance cover provided to protect members should they be involved in an incident.

The way in which the insurance works is one of the largest areas of misunderstanding and despite a number of articles already being published on the subject I regularly receive queries, and hear lots of misquotes and inaccurate information.

The aim of this article is to summarise the way in which the insurance works, it may not make for riveting reading, but I would suggest that you stick with it as it is an important part of your membership package.

The first and most important point to remember is that the primary function of the insurance is to protect the insured BMFA member in the event of a claim being made against them following an incident. If a model flyer were to be found responsible for an incident and carried no insurance, then they would be personally liable for any damages or costs awarded under the jurisdiction of a civil court and could stand to lose everything, this has happened. The process following an incident is described below.

- When a BMFA member is involved in an incident, the first thing he should do is to contact the BMFA office and request an incident report form (this procedure is covered in the Members Handbook and I would suggest that you take a look at pages 8, 9 and 10, the first couple of paragraphs on 8 sum up the basic principle of the policy, the Handbook is also available to download at <http://www.bmfa.org/handbook/index.html>)
- This form should be completed accurately and honestly and returned to the office (if the incident is damage to property then a cheque to cover the £50.00 excess is required, if it is injury to a third party there is no excess) this form notifies us and the insurers that there is potentially a claim coming from a third party.
- At this stage nothing more will happen until the third party makes a statement of claim against the insured member, it is this that triggers the insurance into action on behalf of the insured member.
- What happens next varies depending on what the member has put on the form. If the information on the form clearly identifies the member as being at fault (e.g. I flew through the sun and then applied an incorrect control input, it was my fault that the model hit Fred Blogg's car) then there is a very good chance that the insurers will pay out as the pilot is clearly liable.
- However if the form indicates that the pilot had done everything in his power to ensure the safety of the flight and in the section that asks for the cause of the accident the pilot has written "I don't know, it wasn't my fault" or "unidentified interference" then the insurers will defend this position and the onus is then on the third party to convince the insurer otherwise before they will consider any payout.

- If there is a dispute between the third party solicitors and the insurers on a settlement, then it will be referred to a civil court who will make the decision on where the legal liability for the incident rests, this is an important point as you need to be clear that we are talking about legal liability as defined under UK law.
- The insured member will have very little involvement in this process other than to pass on any correspondence received from the third party, their insurers or their solicitors to the BMFA office. Remember the BMFA insurers are acting on your behalf and will generally not require your input after the initial form filling (they may occasionally contact you for further information or to clarify details on the form).

From this you will see that there will inevitably be times where a third party does not receive a payout for damage or injury caused by a model aircraft because no legal liability is proven on the part of the pilot, however the vitally important point is that whichever way the case goes the insured member is protected, either there will be no liability established and hence no payout, or liability will be proven against the pilot and the insurance will respond on his behalf. This is the way in which all liability cover operates.

As a point of interest the third party liabilities portion of your car insurance works in exactly the same way, your insurers would never pay out to a third party unless liability had been established on your part, the only difference is in accidents involving two vehicles somebody is always responsible, but again it would be down to a civil court to establish who (in reality the two insurance companies tend to fight it out between them as it is much cheaper).

You will note from your policy documents (and the Handbook) that “member to member cover” is included in the BMFA policy. This means that one member is able to make a claim against another member following an incident; most policies would not allow this and specifically preclude members of the same organisation or club from claiming against each other (this cover is added as an extension on our policy).

The process for member to member claims is exactly the same and still relies on liability being proven on the part of the insured.

People naturally assume that because they are a BMFA member and the person flying the model is a BMFA member that they will receive an “automatic payout” if (for example) their vehicle is damaged at the flying field, but no insurance works in this way.

As you can see the important function of the insurance is to protect you the member, in circumstances where a third party makes a claim against you. The cover provided is extremely broad, however as with any policy there are certain exclusions to the cover and you should take a few moments to familiarise yourself with these (you can find these on your membership documents).

If you are unfortunate enough to be involved in an incident when you are flying remember the following points.

- Stay calm
- Never admit liability to the third party
- Exchange contact details with the third party

- Remain civil and polite
- Refer them to the BMFA office if they require further information
- Contact the office and request an incident report form at the earliest opportunity
- Complete the form honestly and accurately
- If you are unsure how to complete the form contact the office for assistance and guidance
- Return completed form to BMFA with cheque for policy excess where required
- Forward on any correspondence from the third party to the BMFA office

Manny Williamson
Development Officer
British Model Flying Association
0116 2440028
admin@bmfa.org

RATIFIED

Education Working Group Report to BMFA Areas Council meeting 25th September 2010

Normally at this point I would apologise for my absence as I am attending and helping to run the BMFA Indoor Duration Nationals. However due to the change in the ruling of who can attend Areas Council meetings I am now excluded and hence the personal link between the Education Working Group and the Areas has now been lost.

From the early days of the BMFA Education programme it was always agreed that for it to succeed we must recruit the help of individual members and clubs and the only way to get to them is via the areas and that is why there is supposed to be an Education Co-ordinator on each area committee. I am also concerned to hear of clubs closing its membership or even worse banning juniors to join.

The kits that are part of the Education Programme are still being produced with the help of my wife. Since we started, 21 years ago, we have produced over 232,500 kits of which 121,200 have been BMFA Darts. However comparing the kit sales this year with last year they are down by 26%. This can only be put down to the recession and the lack of spare finances in education. I am hoping that this is a temporary 'blip'.

Due to the recession, we have lost the help of Bristow Helicopters who for the last ten years have sponsored 7 days of workshops at Aberdeen's Techfest. Also due to an increase in raw material costs and a rise in VAT, the cost of the BMFA education kit will have to go up on the 1st January next year.

The BMFA is already booked in to the D & T Show at the NEC in November.

Exhibition space has already been booked for the Association for Science Education event to be held at the University of Reading on the 5th to the 8th January. If any one would like to volunteer helping to man this stand please contact me.

Mike Colling FSMAE
Education Working Group.

Northern Area Report.

The area took the BMFA stand to the LMA Rufforth show, and will be running the stand at the Yorkshire Air Spectacular Christmas Trade Show.

Our twice monthly RC fly-ins at Dishforth continue to be well supported and 24 meetings have been booked for 2011, a substantial donation to the Help for Heroes campaign will also be made from the proceeds.

Our annual Swapmeet will once again be held at Trinity College, Horsforth Leeds on Sunday 9th October, followed straight after by our first Indoor RC flying meet of the season. Indoor meetings are then held twice monthly.

Unfortunately there was no Castle Howard fly-in and show this year, an event that has proved very popular over the last 4 years as an end of season bash in wonderful surroundings, but unfortunately they decided to charge this year and were asking £750.00 per day which is frankly ridiculous. We hope they will reconsider for next year and either decide not to charge or alternatively ask for a more realistic amount. Otherwise we hope we can find another venue.

Southern Area

It has been fairly quiet since the last area meeting, but have a few events in the coming months.

Our Hon Sec who resigned in May due to ill health and continuous hospital treatment, is so much better that in the last couple of weeks has resumed his old job which is a relief, as we were unable to fill the position.

The model flying at Beaulieu has caused the committee some concerns over safety, and when approached about it was told basically to mind our own business. However very recently the forestry commission has shut the site for renovation. All the old car park barriers which had been broken down for a long time are being renewed and the flying area is being updated to keep everyone happy. There is method in their madness as some flyers are drifting away and flying all over the forest which is not what they want.

Tomorrow the Southern area BMFA stand will at a special day at Tangmere air museum. Apart from static models, there will two flying slots during the day. It is the first time we have supported Tangmere, so perhaps it will turn into an annual event.

Yeovilton air museum show is in October, where again we will be attending, and hopefully giving a good flying display. Last year the museum nearly doubled its usual attendance because of the flying and trade stands.

In November we are holding our Balsa Brain quiz which draws many clubs in to compete.

Indoor flying both r/c and f/f is in full swing, and there are flying venues throughout the area.

The website is continually being updated with plenty of information of what is going on, but it seems few bother to look at it.

Stuart Simpson
Area Delegate

South Midlands Report to Areas Council Meeting on 25th September 2010

The South Midlands Area has held three meetings so far in 2010 and the fourth, which is the AGM, is scheduled for 7th December. The average attendance at meetings this year has been slightly down on previous years, with attendance representing approximately 25% of the clubs within the South Midlands Area. However, the clubs attending do provide a strong representation of a wide variety of model flying disciplines, which include Control Line, Free Flight and most of the RC disciplines.

In order to hopefully encourage wider attendance, the secretary has recently revised and updated the distribution list for Area meeting calling notices, and it is hoped that this will stimulate greater attendance in the future.

Club reports to Area so far this year have indicated reasonable stability and continuity in terms of club activities and membership numbers, but notably for a few, there have been issues with retention/use of flying sites, mostly as a result of actions of the owners and or changes in ownership.

As reported previously, two officers of the South Midlands Area Committee have indicated their intention to stand down at the AGM and we are seeking potential candidates to fill these important roles. We also want to fill the position of Area PRO that has been vacant in recent years.

Again as reported earlier, the Area has continued its practice of awarding support of £50 each to *South Midlands Area club members* who have achieved a team place to represent the UK at World or International Championship events.

*Jim Wright
Chairman – South Midlands Area
25th September 2010*

Devon and Cornwall Sub Area Report

Further rounds of sub-area meetings have taken place at what are proving to be regular central venues in Roche and Okehampton.

In Cornwall the previous intention to establish county-wide competitions was acknowledged as being a little too ambitious given the time scales involved and already established events in the county. A long and involved discussion exploring many different types and concepts resulted in the decision to put all efforts instead into planning and establishing a comprehensive round-robin of competitions between the clubs starting next Easter. The clubs represented at the meeting agreed to host in turn a series of different competitions (eg scale, aerobatics, fun fly, etc) at club sites with financial assistance from the sub-area funds. Exact scoring system is being worked on, but points will be awarded to individuals and clubs to feed an inter-club league table with trophies at the end of the season. The sub-area now has a Fixed Wing ACE who has also taken on the job of Achievement Scheme Co-ordinator, several dedicated training sessions have taken place and ways are being investigated to run Club Examiner standardisation sessions in the future. The Committee is still looking for volunteers to be considered for Helicopter and Silent Flight ACE posts.

Things didn't progress nearly so well at the Devon meeting with some old issues that had had a line drawn under them in the attempt to start afresh being brought back to the fore. After 2 hours of pointless bickering the meeting was closed without being able to discuss any meaningful aeromodelling business and further threats of committee resignations. Since then there has been a lot of talking behind the scenes and agreement from the committee to continue until at least the next meeting (13 October) in the hope that it will run more smoothly in the same positive attitude as displayed when the sub-area was set up. On a more cheerful note, Devon has been able to provide financial support to several club events including an open glider meet at Little Haldon to raise funds towards the continued cutting of a strip and Plymouth Helis attendance at a Battle of Britain show when the area's projector equipment was used to display a RC simulator with some life-size graphics. Further shows are scheduled to receive assistance in September and October, but there is plenty more that can be done for clubs if they only ask.

Peter Disney

18 Sep 10

BMFA East Anglian Area – Delegate’s Report. September, 2010.

Early in the year it seemed that clubs in the Area may have turned over a new leaf as the Area meetings were better attended. Some promise of better inter-club relationships appeared to be in the offing, but regrettably, after several months, such links have yet to be forged. Attendance at our meetings has also declined to its normal, disappointingly low level, suggesting that the administration of the sport at anything but the most local level is not uppermost in our members’ minds.

Nevertheless, at the September gathering, members voiced their appreciation of the way in which the BMFA Nationals had been organised despite the unfavourable weather. Sadly it was felt necessary to temper such praise by condemnation of those thoughtless members who had attended the Nationals and spoilt the amenities provided. Those who clean up after us in all walks of life rarely receive proper recognition and it is quite unjustifiable to make their already onerous task any less pleasant.

I was fortunate to be invited in July by the BMFA Development Officer, Manny Williamson, to participate in an education day at a school in Norwich for boys with behavioural problems. The boys were presented with a real chance to achieve, and to acquire a deserved sense of self-esteem. They took the opportunity with remarkable enthusiasm and were rewarded after much intense concentration with flying models. The pleasure I derived from the day surprised me, but anybody who has been involved with such activities will know how fulfilling they can be.

The Norfolk Gliding Club was host to a scale flying day in June at Tibenham airfield, organised by local scale luminary Phil Goff. The event attracted scale fliers from a very wide area and was very successful, forging links with full-size aviators and was enhanced greatly by the attendance of local pilot Maurice Hammond in his immaculate P51 Mustang.

With the onset of unpredictable autumnal weather, clubs are beginning their indoor flying seasons. The South Norfolk club started with a reasonably well attended evening in the middle of September, and the Insiders group, headed by Richard Crossley will be flying from the beginning of October. The Insiders’ normal venue, the enviable sports centre in Lowestoft, is at present being refurbished, forcing a move to a new site. Fortunately the High School in Stalham has generously opened its sports hall for the duration of these works. The Open Academy (formerly the Heartsease School) in Norwich also hosts a full calendar of similar meetings organised by the Norwich Aero Club, so it is encouraging to find that the sport is able to form links with such bodies.

As an incentive to members to build models from kits or plans my own club instituted a competition throughout the year with a cash prize for the best model. So far most monthly meetings have seen the production of one or two entries, although it has been difficult to encourage those of us who have only been brought up on a diet of ready to fly aeroplanes. Even so the number of competitors suggests that B I Y models may be gaining currency amongst the previously uninitiated, which will at least enable them to approach the repair of their oft-damaged ARTFs with confidence.

Pete Leavesley,
24th September, 2010.

**Report to Areas Council Meeting
25th September 2010**

We are still low on attendees at the Area meetings, and we would be very grateful for sensible ideas on how to encourage the delegates to come – if only for the “crack”!

The Eddie Riding Memorial Trophy for Free Flight Scale was successful in the number of entries received at the Woodvale Rally on the 7th August 2010, although a little down on 2009 but unfortunately, the same cannot be said for the weather on the day - it blew . . . hard, and this discouraged some from flying.

We are adding a temporary new class at this event to enable the jet type of model to be flown by catapult - this is to enable those who have jet models gathering dust and with no means of powering them to enter and fly them - It will hopefully also encourage new entries.

This is due to the unavailability of Rapiers and dwindling supplies of Jetex fuel. Rules are available from d@vidlloydjones.co.uk.

Other important news is that Richard Riding – the son of Eddie Riding, has written to me offering another prize of £100, which is to be awarded as a single prize for the “Eddie Riding Designs” class winner and in addition to the trophy. He first gave the Area this prize in 2010 in remembrance of the death of his father in 1950. We would like to thank him yet again for his wonderful generosity.

Our Indoor events for R/C and Freeflight models at Rochdale are now about to start on a monthly basis for the next few months. Remember, it is only £3 for a full six hours of slotted flying! Contact keithatrochdale@aol.com for details

The RAF Shawbury outdoor Fun Fly scale only R/C event was also very successful this year, with about 50 aircraft to be seen. The weather was very warm, but again it was quite windy. We would like to thank the RAF Shawbury model club for organising this on our behalf once again.

Our Area appears to run quite smoothly, both at the meetings and at the clubs despite the lack of numbers - we can only assume that this is because our clubs have no problems for us to try to assist them with.



North West Area Delegate and Chairman

Northern Ireland Area to Area's Council – 25th September 2010

Despite having a summer with less than desirable weather the Area had another successful year with more events and growing attendance.

Area meetings continue to be well attended with over 50% of clubs being represented, mainly due to the increase in club and area competitions running under more international and competitive formats. The number of clubs and member attending international events continues to increase with many attending the LMA shows at Duxford and Woodvale along with a strong Northern Ireland turn out at the BMFA Nationals. Chris Robb and Peter Carson flying on the showline for the third consecutive year. Matthew Poots and Simon McNeil placing 1st and 3rd respectively in the unlimited class of IMAC UK. Several members also took part in international F3P competitions with good success, a discipline which continues to grow rapidly.

The Area held a dinner for Howard Menary, in recognition of his sterling work and dedication to the N.I.A.A (BMFA area13) over the past 20 years. Howard who served as Chairman, Chief Examiner and BMFA representative, for many years, helped in the development of RC model flying throughout Northern Ireland. In attendance was the chairman of the BMFA Mr. Robin Gowler FSMAE and the CEO. Mr. David Phipps, who flew over especially for the occasion, along with representatives from many of the local model flying clubs. The new chairman Ian Robb presented Howard with a desk top model of a WW2 spitfire on behalf of all the members of the N.I.A.A. and thanked him for his dedication to the sport of aero modeling over the years. The evening continued with a sit down meal and drinks provided by the area, and many old funny stories of Howard's aero modeling past.

The area has taken part in a number of public displays such as the Portrush and Newcastle Air shows. Both were well attended by both club members and the public with good flying displays put on between the full size displays. Although the weather was challenging even for the full size aircraft, there was plenty of interest shown in the model display.

The Area Scale Championships underwent some format changes this year to make judging more comparable to larger events. Matthew Poots again organised a fantastic Area Aerobatics Championship which continues to grow. There were also Area events for Helicopters, fun fly and thermal. The awards will be presented to the winners at the AGM in November.

The Area has applied for a new Chief Examiner – Robert Wallace and awaits approval from the BMFA on this.

The area is hosting a BMFA conference on the 6th November for the BMFA Chairman and committee members to make a presentation to club members and discuss interests in the sport.

Ian Robb
Area Delegate

**ROYAL AIR FORCE MODEL AIRCRAFT ASSOCIATION
(RAFMAA) – BMFA AREA 14
REPORT TO AREAS COUNCIL 25TH SEPTEMBER 2010**

This will be my last report to the Council as I resigned as Chairman at the AGM on 3rd September 2010 after 6 years at the helm. My replacement is Squadron Leader Gordon Studley and I shall be handing over formally in the next few weeks. It has indeed been a privilege to be RAFMAA Chairman and I thank all my present and past Committee members who enabled me to do the job. I must also add my special thanks to our President, Air Commodore Bob McAlpine for all his support and advice over the time of my Chairmanship.

The annual RAFMAA Championships took place over the period 2nd to 5th September 2010 at RAF Honington. Although numbers were down on previous years due to personnel on deployment, we nevertheless enjoyed excellent participation, taking maximum advantage of the weather which was generally good. My thanks go to Chief Technician Dan Platts who organised and managed the event in superb fashion and to those Committee and other members who ran the various events, not least Chris Barker on control line and Colin Waite on gliding, both ably supported by Neil Tricker, and to Dave Townley who ran the fun fly. I must also mention Robin Gowler (BMFA Chairman) for his unstinting support to the Championships and to RAFMAA in general.

RAFMAA has continued to move forward against a difficult tide driven by reducing numbers in the RAF and increasingly frequent deployments. That said I am pleased to note that we have recently recruited a number of junior airman to the Association which bodes well for the future. I will leave it to the new Chairman to decide where RAFMAA goes next.

Finally, a word of thanks and appreciation to all at the BMFA HQ and to the Chairman and delegates of the other Areas for their help and advice and general debate. I wish you all and the BMFA the very best for the future.

**Mick Evans
Wing Commander
RAFMAA Chairman (retd)**

South East Area Report to Areas Council Meeting on 25.9.10

Over the last few years our annual R/C Scale Day has been flown at the London Area Bickley club's field at Sutton at Hone, mainly because we could not persuade a South East Area club to host the event. However, this year the Hastings club very kindly agreed to our use of their Middlebridge site for this event in July. The weather was good although breezy, but with competition from the British Grand Prix, Open Golf Champs and the World Cup, entries were down but the quality was high with Richard Crapp's Swordfish being voted best model.

The South East participation in the worldwide MIMLOCT annual mass launch of Cloud Tramps took place at 5pm on August 7th on Epsom Downs, 37 flyers taking part in excellent conditions. Unfortunately, your scribe got caught up in an accident on the M25 and arrived too late!

One of our keen silent flight radio flyers was inspired this year to revive one of our old competitions which was discontinued some years ago from lack of support. This event, the Ashdown Trophy R/C glider cross country, was unable to be held on Ashdown Forest as before, but a new site on Chailey Common was tried out in August attracting 15 entries. An important aspect was that the competition broke even from the financial point of view which means that it will almost certainly be held again next year and hopefully at its old venue on the Forest.

This year for the first time, the BMFA decided to have a stand at the September Southern Model Airshow at Paddock Wood and the SE Area was asked to arrange the manning. Seven members, mainly from the two local clubs, Tonbridge Radio Flyers and Tunbridge Wells RCM, supported by two stalwarts from London Area, did the necessary and had a successful weekend with much BMFA merchandise being sold and a useful number of new members enrolled.

Our free flight contingent continue to soldier on at the local assault course on Ashdown Forest with an increased number of meetings there this year.

The rugged nature of this site does put a lot of people off from using it and it would be nice to find somewhere else without the trees, gorse, livestock and adders, but finding somewhere in the South East like that, with a big enough area for free flight contest work, is extremely difficult.

Keith Miller, Council Delegate

Development Officer report to Areas Council Sept 2010

When compiling each year's annual report the first job is always a read through my previous years submission, fortunately there is always a fair amount that is relevant for the current year, permitting a "little cutting and pasting" this year is no different and much of my activity is on an ongoing annual basis.

It seems almost beyond belief that I have now been the BMFA Development Officer for six years; perhaps this explains the ever increasing amount of grey hairs that seem to be appearing!

The consistent theme seems to be a generally increasing workload and ongoing frustration at the amount of time that is spent assisting clubs who are involved in legal disputes with members; however 2010 has seen some interesting developments.

As always I have visited several clubs during the course of the year and have given presentations and talks on the general work of the BMFA, several more of these talks have been booked for the winter months, this continues to be an important part of the internal PR work that we undertake every year.

Once again I have attended a number of shows through the year and organised a large stand at the London Model Engineering Exhibition at Alexandra Palace in January (to be repeated in 2011) and will again be taking an education stand to the Design and Technology show in November. In addition to this we had a large stand presence at The Flying Show at the NEC in November and also at the LAA rally at Sywell in August, both of these are essentially related to full size aircraft, however our presence was very well received and the aim is to repeat both for the coming year.

Whilst on the subject of stands I would like to pass on my thanks to all those volunteers who assisted with a BMFA presence at the various shows and events up and down the country and in particular I would like to thank our PRO Nigel Barker and also Keith Barker who between them have ensured a BMFA presence at a number shows where volunteers have been hard to find.

The third Chairman's Conference was held in March at a hotel venue in the Southern Area, this event again proved to be a huge success with 100% positive feedback from those who attended. Preparations will soon be underway for a return to the Midland Area next spring in line with our aim to work on a three year cycle. A separate conference is already being planned for Northern Ireland in November.

This year's University and Schools Heavy Lift Challenge again took place at Elvington in June; the event went very well although entries were disappointingly slightly lower than in recent years. Planning is well underway for the 2011 competition and it is hoped that some changes to the rules as well as additional promotion measures will yield an increased participation.

Unfortunately there was no 2010 Children's Flight Challenge due to Duxford's withdrawal of support for the event. A reasonable amount of time and effort has been expended on finding a suitable alternative venue and a number of alternatives have been explored, however the delay has precluded a launch for a 2010 competition. On a more promising note I am currently in negotiations with the Cosford Airspace Museum and my hope is that with their support we can schedule an event for spring 2011.

I was again tasked with the production of the Nationals Programme, as in previous years this was carried out predominantly by Gemma Sargeant. The 2010 production has been well received and was extended to include an extra four pages of material and also achieved the aim of generating sufficient revenue to entirely cover the cost of production. My thanks are due to all those who submitted material for the programme and in particular to Gemma for her excellent design and production work.

Most of you will now be familiar with the BMFA Aerojet which we “kit” in house, this model has proven a resounding success and we have recently introduced a catapult version to the range (the Aerojet CP). Further development work is planned on further models in a similar vein.

We have recently advertised the new office based post of Club Support Officer which received a good response. I was asked to participate in the recruitment and selection process, which proved to be very interesting.

We interviewed five candidates for the position and after a fairly intensive round of assessments and interviews Terry Eato has been appointed to the role, I look forward to Terry joining the team and working with him on future projects.

The new position will encompass the role of Flying Site Adviser currently filled by Roger Bellingham and Terry will spend some time working alongside Roger prior to his retirement in a few months. I would like to wish Roger the very best for his retirement and express my thanks for all Roger’s assistance over the last few years.

The day to day office work continues its broad theme with matters such as insurance, safety, welfare, funding, CAA, UAVs, complaints, assistance to clubs and assistance to members making up the majority of my working week.

From an insurance point of view this year has been particularly frustrating as we have experienced perhaps our worst year for claims, which given the amount of effort that is put into promoting safe flying is disappointing to say the least.

Sadly it is the same old story of damage to motor vehicles that is causing the majority of the claims, model flyers seem to be forgetting that in legal terms THEY are responsible for the safety of any flight that they make, some of the insurance report forms that I have received this year could certainly have received the literary prize for a work of fiction in the pilots efforts to demonstrate that the incident wasn’t his fault!

I also continue to attend meetings where appropriate in relation to the CAA, Ofcom, Areas Council and Safety Review Committee as well as remaining on the board of directors for the General Aviation Awareness Council.

On a sad note our Honorary Solicitor Reg Bench passed away in August after being taken ill at his club flying field. Reg will be missed in many areas and on a personal note not only did I work closely with Reg on a number of projects requiring a legal input but also regarded Reg as a friend and always looked forward to catching up with him at the Nationals and AGM, my thoughts are of course with Reg’s family.

I would like to thank all of those willing volunteers as well as the employed staff who have assisted and supported me throughout the year; I look forward to working with you all on future projects.

Manny Williamson
Development Officer