

MINUTES

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD

(T/A British Model Flying Association)

Minutes of the **Technical Council Meeting**

held on the 19th October 2013 at 11am

at Chacksfield House, 31 St Andrews Road, Leicester LE2 8RE

Provisional until confirmed at the next Technical Council Meeting

PRESENT

Jo Halman FSMAE	Competition Secretary / Meeting Chairman
Peter Halman FSMAE	FAI Delegate
Ian Pallister	Scale TC Representative
Mike Proctor FSMAE	Silent Flight TC Member
Clive Needham	Silent Flight TC Representative
Mike Colling FSMAE	Indoor TC Representative
Mike Woodhouse FSMAE	Free Flight TC Representative Alt
Vernon Hunt	CLTC Representative
Bob Ailles	GBRCAA Member

Visitors

David Varallo –
Technical Secretary Elect
Andy Symons – Club Support
Officer/Website Manager

In Attendance

Linda Harding - Office Manager

AGENDA

- 1 Apologies for Absence.
- 2 Request for permission to be absent.
- 3 To verify the voting strength of the meeting.
- 4 Correction and adoption of the Minutes of the Technical Council Meeting held on 23rd March 2013.
- 5 Matters/Actions Arising from the meeting on 23rd March 2013 that are not included elsewhere on this Agenda.
- 6 To review the set agenda for the first meeting of a Technical Committee each year (Current issue appended as separate document).

cont/...

Agenda/...cont

- 7 Tech Sec reminder to Technical Committees of their responsibility to send in the Technical Committee's Annual Return immediately after their first Committee meeting after the BMFA AGM.
- 8 To receive proposals for FAI Rule changes: (Full proposals appended)
 - a From Silent Flight Technical Committee: F3J TX Rule Change.
- 9 To ratify the following British Record Claims: (Full proposals appended)
 - a P Fox Weatherman Vintage Speed Class II (1 of 2) (*Initial Notification received*)
 - b P Fox Weatherman Vintage Speed Class II (2 of 2) (*Initial Notification received*)
 - c P Fox Weatherman Vintage Speed Class III (*Initial Notification received*)
 - d A Goodger Weatherman Vintage Speed Class V (*Initial Notification received*)
 - e D Smith Weatherman Vintage Speed Class III (*Initial Notification received*)
 - f A Hebb F1D Rubber (*Initial Notification received*)
 - g R Hart F2 Speed (*Initial Notification received*)
 - h M Newnham F3F Slope Racing (*Initial Notification received*)
- 10 To receive **FAI/CIAM Technical Sub-Committee List** recommendations from Technical Committees.

Free Flight (Includes Indoor)

Control Line

R/C Power (F3 Aerobatics; F3 Helicopter; F3 & F5 Pylon Racing)

R/C Silent Flight (F3 Soaring; F5 Electric)

Scale

Space Modelling

- 11 To receive **FAI/CIAM Judges List** recommendations from Technical Committees:

Control Line (F2A, F2B, F2C, F2D)

R/C Power (Aerobatics, Helicopter)

Scale

Space Modelling

- 12 Barkston Heath Bookings 2014.

cont/...

Agenda.../cont

13 To receive:

- a De-briefing reports on this year's National Championships from Technical Committees.
- b A report from the Power Nationals Co-ordinator.
(Reports should be brief, preferably in writing & in advance.)
- c Updates on the results from this year's National Championships.

14 To receive any reports from Technical Committees. (Reports should be brief, preferably in writing & in advance and not concerning Agenda Items.)

15 To receive a report from the Competition Secretary to include:

- a Receipt and ratification of any contests for next year's FAI Calendar.
- b Proposal for RC Scale to be the responsibility of the Scale Technical Committee.

16 To receive any reports from Council, Sub-committees or Elected Officers. (Reports should be brief, preferably in writing & in advance and not concerning Agenda Items.)

17 To receive the list of nominations that the Competition Secretary has submitted to the BMFA Chairman for re-presentation of International Awards at the BMFA annual prizegiving dinner. (Invitations are at the discretion of the Society Chairman and depending on the numbers, not all nominees may be successful.)

18 To receive the dates of the 2014 Technical Council Meetings:

- 1st Technical Council – Saturday 22nd March 2014
- 2nd Technical Council – Saturday 18th October 2014

19 Any Other Business.

Please note: Items for Any Other Business should be handed, or sent, to the Office Manager in writing before the meeting commences.

Any questions to be asked under AOB that require detailed answers should be previously advised to the Office Manager to allow preparation of replies.

20 Date of next meeting.

The Minutes begin overleaf.

MINUTES

Ian Pallister was appointed Vice-Chairman of the Meeting.

The Chairman introduced David Varallo who will be the new Technical Secretary in post from 30th November 2013.

There were no objections to late FAI rule changes received from Scale TC and GBRCAA via RCPTC. Copies of these rule changes will be circulated later in the meeting and will be discussed under item 8 on the Agenda. The Chairman observed that late FAI rule changes from the Scale TC seemed to be becoming a habit and requested the Scale Representative to ensure that future FAI rule changes met the Technical Council Agenda deadline.

The Minutes record a unanimous vote of thanks to Chris Bromley FSMAE Technical Secretary on the sterling, outstanding and beyond-the-call-of-duty service that he has given to the Society, especially to Technical Council, and for his very wide-ranging knowledge, experience and support.

TC757/10/13 (1) Apologies for absence.

Apologies were received from Chris Bromley FSMAE Technical Secretary, Simon Vaitkevicius Records Officer, Trevor Grey FFTC Representative.

TC758/10/13 (2) Request for permission to be absent.

There were no requests.

TC759/10/13 (3) To verify the voting strength of the meeting.

There were nine (9) members eligible to vote.

TC760/10/13 (4) Correction and adoption of the Minutes of the Technical Council Meeting held on 23rd March 2013

Page 3

Bottom of page, Matters/Actions Arising heading – Replace “2013” with “2012”.

Page 5

Second paragraph – Fourth line, insert “that” after “are”.

Page 7

Third paragraph - First line, Capital “M” in “Minutes”.

Page 8

Second paragraph – Insert “Q” after “F1ABC”.

Page 9

First paragraph – Second line, Capital “M” in “Minuted”.

Sixth paragraph – First line, replace “Competitions Secretary” with “Competition Secretary”.

Ninth paragraph – Last line replace “Competition Secretary” with “BMFA Office”.

Page 10

Sixth paragraph – Second line, insert “register” after “pool”.

Sixth paragraph – Fifth line, delete “a” after “without”.

The FAI Delegate proposed that the Minutes of the Technical Council Meeting held on 23rd March 2013 be accepted as a true record of that meeting.

Seconded by the Indoor TC

Vote: For: 8
 Abs: 1
 Ags: 0

Carried by a majority vote.

TC761/10/13 (5) Matters/Actions Arising from the meeting on 23rd March 2013 that are not included elsewhere on this Agenda.

Page 3

- Final paragraph, action outstanding for Records Officer –

This matter related to circulation of the 2012 Nationals results to the Comp Sec, Tech Sec and Webmaster. The Records Officer was not present to discuss the matter and as it has been carried forward for some time and the old BMFA website is no longer available the Chairman requested that it is no longer treated as a Matters Arising.

Page 4

- First paragraph, clarification for the procedure of circulating Nationals results – The Chairman pointed out that although it was reported at the last meeting that full results for the Nationals should be circulated within 28 days, in accordance with the Rule Book it is actually 21 days.

Page 4

- Penultimate paragraph, FAI/CIAM Judges/Technical Sub Committees – the Chairman pointed out that this should correctly be known as the FAI/CIAM Judges and the Technical Experts Lists. It also needed correcting in the Technical Secretary's "August Letter".

**OFFICE MGR/
TECH SEC**

- Final paragraph, action for Comp Sec carried forward re submitting a proposal to FAI Plenary for the old voting principle for Championship status – The Chairman asked permission not to progress this until she has worked out a better way of doing it, to which Council agreed.

Page 5

- Top of page, Comp Sec expressed disappointment that F1B and F1C medal winners did not attend the Annual Prize Giving representations – Free Flight commented that this is an ongoing issue. It is very difficult to do anything about it.

Page 5

Final paragraph, action for Tech Sec to submit a formal request to Full Council that Mike Colling FSMAE be considered a formal alternate to himself who had been appointed the current year representative to the BMFA Awards Committee.

TECH SEC

Page 6

- Top of page, heading "Discussion about entry to BMFA Competitions" – Deferred at both May & September Council Meetings because the Technical Secretary who produced the paper was not present at that meeting. The Competition Secretary felt that the proposal put forward to Full Council by the Technical Secretary did not include all the changes this meeting asked to be done at March Technical Council Meeting. To discuss further as an

Cont/d... AOB Item later in this meeting.

Matters
Arising
Cont/d...

Page 7

- Equipment cover for Contest Directors carrying equipment such as T/R timing equipment (ref Silent Flight Verbal Report)

– It is possible that any BMFA equipment Technical Committees or Specialist Bodies retain, use and transport, may be able to be covered by the BMFA Equipment insurance but those people who have that equipment must send the replacement costs to the Club Support Officer.

ALL

This could also be extended to include Specialist Bodies' own equipment but they would have to pay a premium for this. The Club Support Officer will investigate.

**CLUB
SUPPORT
OFFICER**

Page 8

- Penultimate paragraph. The Comp Sec expressed disappointment that the UK would not be sending a team to the second year of the F3F Championships.

Page 9

- Final paragraph, Silent Flight to provide Competition Secretary with information on GBR medal winners for inclusion in the GBR medals table published in BMFA News –

The Competition Secretary was provided with the relevant information. This is an ongoing project which the Comp Sec can only work on intermittently.

This concluded matters arising.

TC762/10/13 (6) To review set agenda for the first meeting of a Technical Committee each year.

The Competition Secretary asked for comments on her suggested amendments to the 'Technical Committee First Meeting Set Agenda'. Annotated copies of the document were provided and the following amendments to the apply to the suggestions in that document.

Pg 1

- 4th paragraph, first line insert "following" after "the".
- 8th paragraph, second line stet "within" delete "about".

Pg 2

- (c) Co-options – Insert additional note taken from March Technical Council Minutes - Minute **TC746/03/13(6)**.

Pg 3

- (o) Election of a Rules Officer – Date by which rules should be forwarded to the Technical Secretary to prepare for publication – The Competition Secretary will liaise with the relevant people to establish a deadline date to send rules to the Technical Secretary.

COMP SEC

Pg 4

- 10 Team Managers and Assistant Team Managers – 3rd paragraph, second line – delete "almost"; third line change "three" to "two" weeks.

The Competition Secretary will make the necessary amendments as above. The footer will show "Effective November 2013.

COMP SEC

Cont/d...

Set
Agenda
Cont/d...

Pg 5

- Central Team Travel Fund – first line replace “supplementary” with “Central”.

REVISED SET AGENDA (APPENDIX A) - APPENDED AS A SEPARATE DOCUMENT

TC763/10/13 (7) Tech Sec reminder to Technical Committees of their responsibility to send in their Technical Committee’s Annual Return immediately after their first Committee meeting after the BMFA AGM.

The Chairman reminded Technical Committees of their responsibility to provide the office with the Technical Committee Annual Return form, immediately after their first committee meeting after the BMFA AGM.

TC764/10/13 (8) To receive proposals for FAI Rule changes.

It was agreed by the meeting that the late rule changes for Scale and F3A could be considered despite not being in time for the Technical Council agenda. The Chairman said that this was not the first time this had happened with Scale rules and that the Scale Technical Committee were expected to work far enough ahead so that any Scale rules were on the Agenda. She added that the other Technical Committees seemed able to manage this. Copies of the Scale rule changes were handed out.

All rule changes were discussed in detail and any amendments noted.

**a) From Silent Flight Technical Committee
F3J TX Rule Change.**

This was discussed in detail. Unfortunately there was no BARCS official in attendance to put forward their comments and it was agreed Silent Flight should notify the F3J flyers that it is the decision of this Council that there needs to be just two rules; one where it refers back to ABR for the transmission control; and a separate rule that no flying between rounds is **permitted** unless authorised by the CD and the penalty will be a DQ in the next round. The Comp Sec will liaise with the SFTC regarding this.

COMP SEC

See the email at **(APPENDIX B)**

**b) F3A Rule Changes:
(APPENDIX C)**

5.1 (Organisation) Accepted with modification.
See the final proposal at

5.1.2 (Sound Meters) Accepted with modification.
See the final proposal at

Of the two rule amendments submitted, one (5.1.2) was a clarification and the other (5.1) was a rule change, not a clarification. The FAI Delegate pointed out that F3A rule changes could only go forward to FAI in an “odd-numbered year” ie for 2015. However it could be considered a rule change on safety grounds and could go forward on that basis.

Post Meeting Note: FAI accepted proposal 5.1 as a safety rule change but ruled as invalid proposal 5.1.2 on the grounds that it was not an “indispensable” clarification as required by the Sporting Code ABR volume, rule A.1.3 e).

Cont/d...

Rule
Changes
Cont/d...

Scale Rule Changes:

6.1.1; 6.1.9.2; 6.1.9.4a; 6.1.9.4e; 6.1.13; 6.3.6; 6.3.7.T;
6C3.6.11; 6C37T; Annex 6E (plus a consequential change)

c)

Some of the eleven rule amendments were clarifications and some were rule changes. Two proposed rule amendments, 6.1.1 Definition of Scale Model Aircraft and 6.1.3 Builder of the Model were amended by this meeting. The Scale Technical Committee was directed to make the amendments and send to the Chairman who would circulate them by email to the attendees of the meeting for voting on. See all twelve of the final proposals at

(APPENDIX D)

Post Meeting Note: The proposals sent to the Chairman included a brand new proposal 6.1.5. This new proposal and the two amended proposals were emailed to the meeting attendees on 10th November. The email voting was For: 8, Against: 0 and Abstentions: 1 (not replied).

TC765/10/13 (9) To ratify the following British Record Claims:

Corrections –

Item g) replace “F2 Speed” with “Fast Jet”.

Item e) delete “Weatherman”.

The Records Officer (absent) had emailed to say that he is happy to accept the record claims en bloc unless any of Tech Council has any issues. The Competition Secretary pointed out that the handicap percent on record claim e) should be 100.15 and not 100.6 as claimed. This had been confirmed by the Contest Director Tony Goodger who was also one of the timekeepers. This correction was accepted by the meeting.

- a) Weatherman Vintage Speed Class II – P Fox (161949) – 25/8/13 at Barkston Heath: Speed 82.87 mph Handicap 100.4%
- b) Weatherman Vintage Speed Class II – P Fox (161949) – 7/9/13 at Old Warden: Speed 83.71 mph Handicap 101.4%
- c) Weatherman Vintage Speed Class III – P Fox (161949) – 25/8/13 at Barkston Heath: Speed 105.98 mph Handicap 102.2%
- d) Weatherman Vintage Speed Class V – A Goodger (087541) – 25/8/13 at Barkston Heath: Speed 110.97 mph Handicap 107.0%
- e) Vintage Speed Class III – D Smith (01784) – 25/8/13 at Barkston Heath: Speed 120.12 mph Handicap **100.15%**
- f) F1D Rubber – A Hebb (35650) – 16/8/13 at F1D Euro Champs, Belgrade: Duration 34 mins 08 secs
- g) Fast Jet - R Hart (33008) – 26/8/13 at Barkston Heath: Speed 212.5 mph Handicap 100.96%

The Competition Secretary proposed a) to g) to be taken en bloc.

**REC OFFICER
OFFICE**

Cont/d...
Seconded by GBRCAA
Carried unanimously

h) The following record is a brand new class and the first record in that class. The Record Class number is 221 and the Record Class is F3F (Slope Racing)

*Record
Claims
Cont/d...*

F3F Slope Racing – M Newnham (024792) – 10/3/13 in Wales:
26.84 secs

The Competition Secretary proposed the ratification of the above record claim.

Seconded by SFTC
Carried unanimously

**REC OFFICER
OFFICE**

TC766/10/13 (10) To receive FAI/CIAM Technical Experts List recommendations from Technical Committees.

Free Flight

F1 - Ian Kaynes FSMAE

Control Line

F2A - Dave Brewin
Peter Halman FSMAE
Jo Halman FSMAE

F2B - Barry Robinson
Mervyn Jones

F2C - Chris Barker
Derek Heaton
Bernie Langworth

F2D - Vernon Hunt
Gordon Price
John James

Power

F3A - Bob Ailles

F3D - Geb Jones

F3C - Steven Roberts

Silent Flight

F3 Soaring - Clive Needham

F5 Electric - George Shering
Mike Proctor

Space

Nigel Bathe

Scale

F4 - Chris Allen

Graham Kennedy

TC767/10/13 (11) To receive FAI/CIAM Judges List recommendations from Technical Committees

Control Line

F2A – D Brewin / Peter Halman FSMAE / Jo Halman FSMAE

F2B – John Bonner/ Roger Ladds/ Barry Robinson/Jeff Smith

F2C – Derek Heaton / Bernie Langworth

F2D – Vernon Hunt / John James / Mervyn Jones / Gordon Price

R/C Power

Bob Ailles F3A, F3P, F5A, F3M

Peter Brett F3A, F3P, F5A

Peter Cappleman F3A, F3P, F5A

Martin Cook F3C

Scale

F4C, F4H

Chris Allen / Andrew Hewitt (static only)/ Graham Kennedy / Stephen Kessel

Space

Stuart Lodge

TC768/10/13 (12) Barkston Heath Bookings 2014.

Work in progress.

CEO

TC769/10/13/ (13) To receive the following:

- a) **De-briefing reports on this year's National Championships from Technical Committees.**

***** Scale – **WRITTEN REPORT (APPENDIX E)**

***** Control Line – **WRITTEN REPORT (APPENDIX F)**

***** Silent Flight – **WRITTEN REPORT (APPENDIX G)**

***** Free Flight – **WRITTEN REPORT (APPENDIX H)**

- b) **A report from the Power Nationals Co-ordinator:
***** WRITTEN REPORT – (APPENDIX I)**

Page 2, second paragraph, Control Line Circles - The Chairman asked for it to be noted that it should refer to Control Line Team Race and Vintage Team Race not all of Control Line.

- c) **Updates on the results from this year's National Championships**

Included in Competition Secretary's report.

TC770/10/13 (14) To receive any reports from Technical Committees.

***** **Free Flight – WRITTEN (APPENDIX J)**

***** **Indoor – WRITTEN (APPENDIX K)**

Cont/d...

Tech
Comm
Reps
Cont/d...

Scale – Nothing to report in addition to that discussed during this meeting.

Silent Flight – Verbal Report

Silent Flight has welcomed a new Specialist Body this year, the GBSRA – Great Britain Slope Racing Association. At least two or three league competitions have still to finish in the next few weeks.

Control Line – Verbal Report

The only successful team at the European Championship in Hungary was F2A. The other three disciplines are struggling. Hopefully by January Council we will be in a position to announce the four F2 teams.

The CL Representative is currently in promising negotiations to secure a new flying site for Control Line, in Derbyshire.

TC771/10/13 (15) To receive a report from the Competition Secretary to include:

- a) Receipt and ratification of any contests for next year's FAI Calendar:

Free Flight – Stonehenge and Equinox

F3A World Cup

Silent Flight is looking into the possibility of hosting an F5J competition.

Scale are looking at the feasibility of having an F4C Open International in late September 2014 possibly at Rochford. The GBRCAA Representative said that the F3A World Cup that GBRCAA runs each year near the Channel tunnel might be a possible venue and he would look into this.

BOB AILLES

- b) **Proposal from the Competition Secretary that RC Scale Helicopter becomes the responsibility of the Scale Technical Committee.**

Seconded by Scale TC
Carried unanimously

SCALE TC

For clarification it was pointed out RC Scale Helicopter will not be a Specialist Body and this move will not create an additional funded post on the Technical Committee; there will still be six posts on the Technical Committee. Of course, if anyone from the RC Scale Helicopter community wished to stand for the next Scale Technical Committee elections then they may do so. A helicopter flyer could attend Scale Technical Committee meetings under the same conditions as those who attend the Free Flight and the Control Line Technical Committees.

- c) **Competition Secretary - Verbal Report**

The Competition Secretary began by referring to the two items from Agenda item 5, Matters Arising, that the meeting had agreed could be addressed during her report:

Cont/d...

Comp
Sec
Rep
Cont/d...

Matters Arising i:

Page 4 of the Minutes of the March 2013 Technical Council Meeting, 5th para from the top: "Technical Committees to advise their Specialist Bodies. The Competition Secretary handed out a first draft that was subsequently amended by the meeting and accepted thereof. The Competition Secretary is to arrange for this to be an appendix to the "Set Agenda". **(APPENDIX L)**

COMP SEC

Matters Arising ii:

Page 4 of the Minutes of the March 2013 Technical Council Meeting, 6th para from the top: "List the Specialist Bodies Attached to a Technical Committee. The Competition Secretary handed out a first draft that was subsequently amended by the meeting and accepted thereof. The Competition Secretary is to arrange for this to be included in the BMFA rule books and posted on the BMFA website. **(APPENDIX M)**

COMP SEC

The Competition Secretary reminded the meeting that all National Championships full results should be sent to the Records Officer within 21 days of the Championship (General Rule 2.3.15 (a) (4)).

For 2014 it is intended that all National Championship entry forms will be online as fillable pdfs. FF, Indoor Duration, Indoor Scale & SF who do their own Nationals entry forms will need to liaise with the Competition Secretary as early in the year as possible.

COMP SEC

World records for homologation by the FAI no longer need to be first ratified as a National record. However, the Competition Secretary strongly believes that despite this FAI ruling we should still insist that any world record claims must be first ratified as national records. Technical Council unanimously agreed and so no change will be made to the existing conditions.

The Competition Secretary informed Technical Council that the RCPTC will be suspended from the 30th November, the day of the AGM. Full Council had unanimously agreed a set of Working Practices" for RCP Specialist Bodies (RCP SBs) to help them continue to fulfil their BMFA obligations. On 12th October the Competition Secretary had held a Briefing Meeting for these specific Specialist Bodies, including the Fun Fly Group which is not a Specialist Body but does hold a competition at the Power Nationals and which deserves the same level of support being offered to Specialist Bodies without a Technical Committee.

Of the seven RCP SBs, she had received responses from BMPRA, GBRCAA, AHA, and the Fun Fly Group (FFG) with the latter regretting that it would not be able to send a representative to the meeting as the FFG had an event scheduled for the same day. IMAC confirmed the night before the meeting that a representative would attend. The meeting was a very positive one and the RCP SBs were given three reference documents, "RCP SBs Working Practices", "RCP Timeline for Various Submissions" and "Financial Processes for SBs Operating without a Technical Committee" to help them to continue to fulfil their BMFA obligations. They will also be supported by the Hon Secretary, the Hon Treasurer, the Technical Secretary and the Competition Secretary.

Cont/d...

Comp
Sec
Rep
Cont/d...

2013 Team Selection competitions. F3M did not hold any team selection competitions during 2013 so it looks as though there is no intention to send GBR teams to the 2014 F3M World Championship if one is held.

Post Meeting Note: There were no offers to host the 2014 F3M Championships consequently they are not being held.

F3C and F3N were only listed as "Helicopter Team Trials" for the two competitions. However, no offers to host either of these 2014 European Championships have been received by CIAM so the mis-naming of the F3C & F3N Helicopter Team Trials is irrelevant. However, General Rules 2.4.2 to 2.4.6 require that all BMFA competitions show the class name on the ConEvCal entry.

The Competition Secretary reminded all Technical Committees and Specialist Bodies that they must hold and advertise as such either Team Trials or Team Selection competitions in the year previous to the Championships if they wish to be able to send GBR teams. Only in very exceptional circumstances should these competitions be left over to the same year as the Championships.

Some of our international teams did very well at the World & European Championships again and the list appears under Minutes Item 17.

There was a problem when the F3J team manager abruptly resigned his post early on in the year which left the team in an difficult position. However, Kevin Dart, one of the team members, stepped forward as an Interim Team Manager to do all the pre-championship work and Kevin Beale took over as Team Manager for the actual championships. There is an ongoing problem with the Team Manager who resigned as he is refusing to refund the BMFA his air ticket for which the BMFA had paid. It was noted that this is certainly not the standard of behaviour expected of Team Managers.

COMP SEC

How and who will generate the 2014 Rule Books is under discussion.

- c) Updates on the results from this year's National Championships:
2013 National Championship *Full* Results:

Received:

Power Nationals Control Line
 Scale
 Fun Fly
 Pylon: F3D, Club 2000, E2K
 SF: F3B (and Reserve Day)

Missing:

Power Nationals Pylon F5D, Q40
 All 6 Aerobatics classes
 All 5 IMAC classes
 All 4 Helicopter classes
SF Nationals: all classes
FF Nationals: all classes

Cont/d...

Comp
Sec rep/
Nats
Results
Cont/d...

Indoor Scale Nationals: all classes

Indoor Duration Nationals: all classes

The Competition Secretary again reminded the meeting that all National Championships full results should be sent to the Records Officer within 21 days of the Championship (General Rule 2.3.15 (a) (4)).

**FF/SCALE/
SF/INDOOR
TECH COMS**

TC772/10/13 (16) To receive any reports from Council Sub-committees or Elected Officers.

FAI Delegate – Verbal Report

The FAI is currently without a Secretary General as Jean Marc-Baden has left.

Publication was delayed but eventually the Bureau Minutes were made available. We will be raising this issue of very late publication with them. We are short of few Championships next year- F3B, F3C, F3N, F3D, F3K, F3M, F3P.

A debate ensued with regard to whether there should be a reduction in World and European Championships. The Competition Secretary asked if anyone had any practical ideas to please let her know.

ALL

TC773/10/13 (17) To receive the list of nominations that the Competition Secretary has submitted to the BMFA Chairman for re-presentation of International Awards at the BMFA annual prize giving dinner. (Invitations are at the discretion of the Society Chairman and depending on the numbers, not all nominees may be successful).

The Competition Secretary was pleased to report that the BMFA Chairman had graciously agreed that all the 2013 GBR Team Members for FAI World and European Championships would be invited to attend the annual BMFA dinner to be represented with their FAI medals. The names are as follows:

F3N (Radio Control Freestyle Helicopters) World Championships

Team Silver: Duncan Osbourn, Stuart Mott and Stuart Smith.
Team Manager Ron Turnbull.

F1D (Indoor Duration) European Championships

Team Silver: Tony Hebb, Mark Benns, and Derek Richards.
Team Manager Mark Benns.

F2A (CL Speed) European Championships

Individual Gold: Ken Morrissey
Team Gold: Ken Morrissey, Paul Eisner and Peter Halman.
Assistant Team Manager, Val James.

TC774/10/13 (18) To receive the dates of the 2014 Technical Council Meetings.

The dates were confirmed as:

22nd March 2014

18th October 2014

TC775/10/13 (19) Any Other Business.

Website

The Club Support Officer gave a brief outline of what the new website comprises and provided details of options available now for Technical Committees. The Club Support Officer asked Technical Committees to check out the website and submit any requests accordingly.

It was asked whether it was possible to publish copy dates and doormat dates for the BMFA magazine on the website. The Club Support Officer said he would check this out with the CEO.

**CLUB
SUPPORT
OFFICER**

***** **Technical Council Agenda - Include 'Website' as agenda item.**

OFF MGR

Silent Flight, Clive Needham

He queried a rule regarding a reserve date for the Nationals that excludes anyone who was not entered for the original date. It was pointed out that this rule only applies to the Power Nationals.

It highlighted a question whether the General Rule Book has been updated in relation to this rule, which the Competition Secretary will look in to.

COMP SEC

DLA Charges

Reminder from Accounts Manager to let her have the competitor DLA charges for the Nationals competitions.

TECH COMMS

General Rule change 2.1.6.

This was deferred from the previous meeting. The Competition Secretary proposes to deal with this by email, which was acceptable to the meeting.

COMP SEC

F3N Team Trials advertising

An email had been received from the RCPTC Secretary referring to the F3N Team Trial advertisement being overlooked and asking if we can make sure this is done correctly in the future.

F3A World Championships in South Africa.

Bob Ailles highlighted a few points that he wanted noted with regard to the F3A World Championships in South Africa this year.

Unfortunately this year the event organisers were not willing to pay for the fees for the team members' wives who usually act as scribes at the event. This incurred an extra cost for him personally of £400.

Cont/d... They were also made to pay bank charges for currency exchange.

AOB
F3A
WCH
Cont/d...

There was a question whether 20 Judges and 20 wives for 80 competitors is over indulgent and therefore the organisers were not being unreasonable. The consensus was if the organiser cannot pay for the wives' expenses we have to accept it.

COMP SEC

However the Competition Secretary commented regarding the exchange rate charges that this is unacceptable and she will be taking this further at CIAM level.

Bob further highlighted an issue with regard to the lack of respect at the way the Judges were treated like children by Michael Ramel, the F3 Aerobatic Sub-Committee Chairman at the judges training sessions. The Competition Secretary suggested that if Bob feels strongly enough about the issue he should submit a complaint to CIAM.

The Chairman closed the meeting at 6.25pm.

Circulation:

All attendees of the meeting

Copies to:

All Technical Committee Members
All Members of the Full Council
Secretaries of Specialist Bodies
Fellows (Selected)
Club Bulletin
Office Manager
Accounts Manager
Chief Executive
Development Officer
Club Support Officer

Note Those with voting rights are the Chairman and Vice Chairman of the meeting, the FAI Delegate, Records Officer and two members from each of the six Technical Committees. The voting representatives of the Technical Committees can be any two members of the Committee, elected, co-opted or Specialist Body representative.

**REVISED SET AGENDA
APPENDED AS SEPARATE DOCUMENT**

RATIFIED

From: "Jo Halman" <jo.halman@ntlworld.com>
To: "Mike Proctor SFTC Sec" <mike@mproctor.demon.co.uk>; "Clive Needham" <l.needham7@ntlworld.com>
Cc: "Peter Halman FAI DEL" <peter.halman@ntlworld.com>; "Ashley Hoyland" <ahoyland@btinternet.com>; "Mike Woodhouse" <mike@freeflightsupplies.co.uk>; "Mike Colling" <mike@skyhi.org.uk>; "Vernon Hunt" <extremechaosltd@hotmail.com>; "Ian Pallister" <ianpallister@talktalk.net>; "Jo Halman" <jo.halman@ntlworld.com>
Subject: TECH COUNCIL SFTC PROPOSAL FOR CIAM
Date: 28 October 2013 08:46

Copied to meeting attendees for information.

Dear Mike & Clive

You will recall at the Tech Council meeting that there was some discussion regarding the SFTC proposal for F3J (Agenda Item 8a).

Post-meeting investigation has shown that:

- a The current rule 5.6.7.1 (a) is in contravention of ABR rule B.11.2 so it is correct to submit a proposal for para (a).
- b That the proposed 5.6.7.1 (b) and is in line with ABR rule B.11.5 (a). it is correct to submit a proposal for para (b).
- c However, the proposed 5.6.7.1 (c) would be in conflict with ABR B.11.5 (d) which actually disqualifies from the whole competition any competitor violating this rule. It also expressly states that further penalties may be applied. So, 5.6.7.1 (c) cannot be submitted.

You might want to check this all out.

Additionally, one of you was going to write a BMFA variation for the FAI bits that are not to be applied for our domestic F3J competitions.

Best regards, Jo
BMFA Comp Sec
Chairman of Tech Council on the day

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) PROPOSAL FROM**
(Conforming to the rules in A.6.1. of Volume ABR effective Plenary 2009)

Reference Plenary 2010 - submit the proposal between 1st August and 15th November in the year immediately preceding the Plenary Meeting but in line with the 2-year cycle.

Date: 10/11/13

Proposal submitted by: United Kingdom

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F3

Heading of section: Aeromodelling Radio Control Aerobatics

Class: F3A

Number & heading of the paragraph: 5.1. Organisation of Radio Controlled Aerobatic Contests

Page number if appropriate: 16

This proposal is a:

Rule Change	<input checked="" type="checkbox"/>	Safety	<input checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Other	<input type="checkbox"/>
Clarification	<input type="checkbox"/>						

mark the boxes with X as appropriate

Type the instruction in the space below:

Amend the 13th paragraph as follows.

Type the text changes in the space below:

When the contest director/sound steward is satisfied that he has obtained a reading from the SLM, he will indicate this to the competitor, ~~and the timing device will be re-activated to start the 8-minute flying time.~~ **and the helper will then proceed to the designated take-off area where he will place the model aircraft on the ground at which point the timing device will be reactivated to start the 8 minute flying time.**

Type out the reasons in the space below:

- a) The present system encourages helpers to hurry or even run with the model from the sound check area to place it in the take off area so that the pilot can begin his flight for which the 8-minute flying time has already started.
- b) With the current rule the ready boxes are often placed too close to the judges and this proposed amendment will stop that.
- c) Additionally, the statement “to start the 8-minute flying time” is ambiguous, as some of the eight minutes flying time is actually taken up by the helper carrying the model from the sound check area to the take off area.

Note: In the USA (WCh) metal barriers had to be placed between the judges and sound check area but helpers whilst carrying the model still had to negotiate round the judges, who were sitting between the sound check area and take off position. The sound check was not wind orientated. At Chateauroux (ECh) the sound check was not wind orientated. In South Africa the method of timing suggested in this proposal was eventually adopted because of the runway layout and it was clearly a much safer situation with the helper walking normally to the take-off area.

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) PROPOSAL FROM**
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Date: 10/11/13

Proposal submitted by: United Kingdom

For proposals from Subcommittees: Voting Numbers Required:

~~Overall Votes Cast: For: Against:~~

Sporting Code Volume: Aeromodelling F3

Heading of section: 5.1.2 General Characteristics of Radio Controlled Aerobatic Power Models.

Class: F3A

Number & heading of the paragraph: 5.1.2 Paragraph 7.

Page number if appropriate: 11

This proposal is a:

Rule Change	<input type="checkbox"/>	Safety	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Clarification	<input checked="" type="checkbox"/>						

mark the boxes with X as appropriate

Type the instruction in the space below:

Amend the 7th paragraph of 5.1.2 as follows.

Type the text changes in the space below:

With the propulsion device running at full power, the measurement will be taken 90 degrees on the right-hand side, with the nose of the model pointing into wind. The ~~Class 4~~ **minimum Class 2** SLM (Sound Level Meter) microphone shall be placed on a stand 30cm above the ground in line with the propulsion device.

Type out the reasons in the space below:

Current Class/Type 2 meters are technically proficient for model aircraft noise testing purposes. A Class/Type 1 meter has a tolerance of 0.7dB and a Class/Type 2 meter a tolerance of 1dB. An increase of sound power level of 0.3dB is not perceptible by the human ear. There is a substantial difference in cost between Class/Type 1 and Class/Type 2 sound level meters, with the Class/Type 1 meters being hugely more expensive which unnecessarily increases the Organiser's costs in hosting FAI Championships.

It would also be financially helpful to NACs if Class/Type 2 meters were specified.

From: Jo Halman
Sent: Monday, October 28, 2013 8:25 AM
To: Ashley Hoyland
Subject: F3A PROPOSALS REF TECH COUNCIL MEETING

Dear Ashley

I expect that you have this in hand but with a 15th November deadline and Minutes of Tech & Full Council meetings rarely being issued in a timely manner, I thought a gentle reminder might be in order.

GBRCAA proposal 5.1.2

To insert "minimum Class 2" rather than to just delete "Class 1".
And then to put the proposal onto a Sporting Code proposal form and send to the BMFA office for onward transmission to FAI.

GBRCAA proposal 5.1.11

Peter pointed out later that this is a proposed rule change and cannot, therefore, be submitted until 2014 for the 2015 Plenary meeting.

Nonetheless the words agreed at Tech Council were:

"When the contest director/sound steward is satisfied that he has obtained a reading from the SLM, he will indicate this to the competitor, and the timing device will be reactivated to start the 8 minute flying time
and the helper will then proceed to the designated take-off area where he will place the model aircraft on the ground at which point the timing device will be reactivated to start the 8 minute flying time."

Best regards, Jo
BMFA Comp Sec
Chairman of Tech Council on the day

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) PROPOSAL FROM**
(Conforming to the rules in A.6.1. of Volume ABR effective Plenary 2009)

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Date: 09/11/13

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F4

Heading of section: GENERAL RULES AND STANDARDS FOR STATIC JUDGING OF SCALE MODEL AIRCRAFT

Class: All F4 classes

Number & heading of the paragraph: 6.1.1 Definition of scale Model Aircraft

Page number if appropriate: 9

This proposal is a:

Rule Change	<input type="checkbox"/>	Safety	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Clarification	<input checked="" type="checkbox"/>						

mark the boxes with X as appropriate

Type the instruction in the space below:

Replacement of the first sentence as follows:

Type the text changes in the space below:

A scale model aircraft shall be a reproduction of a heavier than air, fixed wing, man-carrying aircraft **reduced scale reproduction of a full size aircraft. The full size aircraft modelled must have flown and models of pilotless aircraft or drones are not permitted.**

Type out the reasons in the space below:

1. The current definition of a scale model is unnecessarily restrictive and unrealistic.
2. There is no reason why autogyros or tilt wing/engine aircraft (e.g. Boeing V22 Osprey) should be excluded from scale competition. A model of an autogyro would be able to fly a schedule of manoeuvres without any additional changes to the rules.
3. Flying a scale model of a full size aeroplane that has not flown is unrealistic and also in conflict with rule 6.3.7 (second sub-para) which if requested by the judge, requires the competitor to provide evidence that the flight options selected are "within the normal capabilities of the aircraft subject type modelled". If the full size prototype was never flown, the competitor would not be able to provide such evidence.

**FEDERATION AERONAUTIQUE INTERNATIONALE
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Date: 09/11/13

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F4

Heading of section: GENERAL RULES AND STANDARDS FOR STATIC JUDGING OF SCALE MODEL AIRCRAFT

Class: All F4 Classes

Number & heading of the paragraph: 6.1.5 Coefficient

Page number if appropriate: 10

This proposal is a:

Rule Change	<input checked="" type="checkbox"/>	Safety	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Clarification	<input type="checkbox"/>						

mark the boxes with X as appropriate

Type the instruction in the space below:

Revise the text as follows;

Type the text changes in the space below:

6.1.5 **Coefficient Scoring**
Where a K-factor is noted, scores **marks** shall be awarded from 0 to 10 inclusive using increments of half a mark **for Flight Judging and a tenth of a mark for Static Judging**. The score shall then be multiplied **calculated by multiplying the marks awarded** by the K-factor (K).

Type out the reasons in the space below:

1. To simplify the English and to reflect reality
2. The judges award **marks** not scores
3. The marks are multiplied by the K-factor to calculate the scores
4. When static judging, it is unfair to deduct half a mark for a very minor detail error.

Type out supporting data for proposed technical amendments in the space below:

At the 2012 World Championships Judges Seminar it was agreed that the use of half marks does not provide fine enough increments for static judging and that tenths of marks should be used.

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Date: 09/11/13

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F4

Heading of section: GENERAL RULES AND STANDARDS FOR STATIC JUDGING OF SCALE MODEL AIRCRAFT

Class: F4C/F4G/F4H/F4J

Number & heading of the paragraph: 6.1.9.2. Documentation (proof of scale)

Page number if appropriate: 18

This proposal is a:

Rule Change	X	Safety		Noise		Other	X
Clarification							

mark the boxes with X as appropriate

Type the instruction in the space below:

Delete the requirement to make a declaration that the original prototype is non-aerobatic

Note 1. Because of the illogical and untidy structure of Volume F4 this change affects several paragraphs, identified below.

Note 2. There will be consequential changes to 6C.3.7.T, the Judges Guide (page 63); ANNEX 6E.1, the Competitor's Declaration, and ANNEX 6E.2, the Score Sheet -

Type the text changes in the space below:

6.1.9.2

The exact name and model designation of the prototype shall be indicated on the entry form, on the score sheet and also in the "Proof of Scale" presentation. ~~The documentation submitted by the competitor must state if the original prototype is non-aerobatic. The judges will discuss this information before the first flight commences in F4C. The Chief Judge shall make the final decision before any flight is made and this might affect the marks awarded under 6.3.6.11d.(Choice of Options)~~

Cont/d...

Cont/d...

Scale 6.1.9.2 Documentation (proof of scale)

6.3.7 (third sub-para) – Page 18

Selection must be indicated on the score sheet and given to judges before commencing the flight. The options may be flown in any order. ~~Options A (Chandelle), N (Overshoot), R (Flight in triangular circuit), S (Flight in rectangular circuit), T (Flight in a straight line at constant height), W (Wing over) and Z (Procedure Turn) may only be chosen by subjects certified and approved as “non-aerobatic” on the Competitor’s Declaration Form (Annex 6E.1). These are aircraft designed with limited manoeuvrability where the original prototypes of which were restricted by the manufacturer or licensing government agency.~~

Examples are:

~~Pioneer and early aircraft (pre 1915)~~

~~Purpose designed reconnaissance and bomber aircraft (note: this does not include fighter aircraft later adapted for reconnaissance duties or fighter/bombers where the designer intended an aerobatic capability)~~

~~Touring aircraft~~

~~Passenger and cargo aircraft~~

~~Military transports~~

~~If these non-aerobatic manoeuvres are flown by models NOT certified as non aerobatic, then they shall be marked zero.~~

6C.3.6.11 (last two sub-paras before Notes) – Page 47

~~Realism in flight aspects shall be discussed by all flight judges after completion of the flight. in consultation with any claim for non-aerobatic eligibility made on the Competitor’s Declaration form (Annex 6C.1). The judges should attempt to arrive at an agreed score for this item.~~

Type out the reasons in the space below:

1. This rule has served us well for many years but it is a rather simplistic view which does not reflect full size practice. Under this rule, unless a model is declared non-aerobatic, it is often incorrectly assumed to be fully aerobatic and capable of flying all the manoeuvres ‘in the book’, which is only true for models of aircraft built for aerobatics. The design criteria of a full size aeroplane may indicate its performance potential, but its actual performance is dependent upon how it has been tested, the extent of the testing and the subsequent clearance for flight or release to service. The release to service will invariably have restrictions imposed upon it depending upon carriage of fuel, payload, weapons or stores or possibly because of a change of role. Flight testing may also reveal the need for particular manoeuvres to be prohibited. An aeroplane not designed for aerobatic manoeuvres may, during its service life, have routinely carried out manoeuvres considered to be aerobatic. A vintage aeroplane may also have its performance restricted because of the need to conserve engine wear or to preserve its airframe fatigue life.
2. The competitor should have the maximum freedom of choice of manoeuvres, whilst at the same time ensuring that the manoeuvres he flies are appropriate. Rule 6C.3.7 (which is in the Judges Guide – page47)
3. It is the competitor’s responsibility to ensure that the manoeuvres he flies are within the capabilities of the full size aeroplane and the judges can ask for evidence of this (rule 6.3.7 second sub-para – page18).

Type out supporting data for proposed technical amendments in the space below:

There was a majority in support of the concept of this proposal when it was debated at the Scale Seminar held in Spain at the 2012 World Championships.

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Date: 09/11/13

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F4

Heading of section: GENERAL RULES AND STANDARDS FOR STATIC JUDGING OF SCALE MODEL AIRCRAFT

Class: F4C/F4G

Number & heading of the paragraph: 6.1.9.4e)

Page number if appropriate: 11

This proposal is a:

Rule Change	<input type="checkbox"/>	Safety	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Clarification	<input checked="" type="checkbox"/>						

mark the boxes with X as appropriate

Type the instruction in the space below:

Revise the text of paragraph 6.1.9.4e) as follows

This proposal is linked to the proposal F4C 6.1.13 GBR 14 'Builder of the Model Rule'.

Type the text changes in the space below:

e) Competitor's declaration:
 The competitor must include in his documentation a **signed** declaration that ~~he is the builder of the model aircraft entered, listing all components of the model aircraft he did not make himself. If using modified ready-made parts, it is the competitor's responsibility to prove the modification and that this is done by him. The competitor must also complete and sign the required declaration form (See Annex 6E) confirming these and other aspects. If found in violation the competitor may be disqualified from the contest.~~ **his model conforms to the requirements and rules appropriate to the class of model. The Competitors Declaration also contains a questionnaire which is used by the Judges to determine the origin of the model design and its construction and the extent of use of commercially available components.**
The declaration form is at ANNEX 6E.1

Type out the reasons in the space below:

Although ABR B.3.1a & ABR B.20.2 are quite clear, the Builder of the Model Rule for F4C is much too important to be hidden away as a part of a sentence in an F4C sub-paragraph under the heading of the Competitors Declaration.

There is increasing evidence that the Builder of the Model rule is subject to abuse and possible misunderstanding or misinterpretation due to translation from English.

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) PROPOSAL FROM**
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Date: 09/11/13

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F4

Heading of section: GENERAL RULES AND STANDARDS FOR STATIC JUDGING OF SCALE MODEL AIRCRAFT

Class: F4C/F4G/F4J

Number & heading of the paragraph: 6.1.9.4 a) Photographic Evidence

Page number if appropriate: 11

This proposal is a:

Rule Change	<input type="checkbox"/>	Safety	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Clarification	<input checked="" type="checkbox"/>						

mark the boxes with X as appropriate

Type the instruction in the space below:

Revise the paragraph with additional text as follows

Type the text changes in the space below:

- a) Photographic evidence:
At least three photographs or printed reproductions of the prototype, including at least one of the actual subject aircraft being modelled are required. Each of these photographs or printed reproductions must show the complete aircraft, preferably from different aspects **and not be smaller than A5**. These main photos must be submitted in triplicate, the second and third copies may be photocopies. **Photographs of the model are not permitted unless the model is posed alongside the full size prototype and the photo used as proof of colour. The use of photographs based on digital files which show evidence of being enhanced or manipulated shall result in disqualification.** The photographic evidence is the prime means of judging scale accuracy against the prototype.

Type out the reasons in the space below:

With the ready availability of photographic image enhancing/editing software (e.g. Photoshop), photographs of the full size aircraft can be edited to hide errors and also photographs of the model can be edited to make the model appear to be the full size aircraft.

Type out supporting data for proposed technical amendments in the space below:

REQUEST THAT THIS BE APPLIED AS A LOCAL RULE FOR THE 2014 WORLD CHAMPIONSHIPS

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) PROPOSAL FROM**
(Conforming to the rules in A.6.1. of Volume ABR effective Plenary 2009)

Reference Plenary 2010 - submit the proposal between 1st August and 15th November in the year immediately preceding the Plenary Meeting but in line with the 2-year cycle.

Date: 09/11/13

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast For Against

Sporting Code Volume: F4

Heading of section: GENERAL RULES AND STANDARDS FOR STATIC
JUDGING OF SCALE MODEL AIRCRAFT

Class: F4C/F4G

Number & heading of the paragraph: 6.1.13 Builder of the Model Rule

Page number if appropriate:

This proposal is a:

Rule Change	<input type="checkbox"/>	Safety	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Clarification	<input checked="" type="checkbox"/>						

**mark the boxes with
X as appropriate**

Type the instruction in the space below:

Add new paragraph 6.1.13 to clarify the existing rule as follows:

There will be a consequential change to ANNEX 6E.1, the Competitor's Declaration Form. Proposal F4C ANNEX 6E.1 GBR 14 refers.

Type the text changes in the space below:

6.1.13 Builder of the Model Rule

Scale models must be constructed and finished solely by the competitor, The only exceptions to this rule are for models entered in Class F4H and for team entries entered in Class F4J.

Note The use of the word "constructed" in this context means that the competitor is the person who has done all the work on the model.

The Competitor must also prepare the model for flight, although helpers are permitted see paragraph 6.1.8

Cont/d...

Cont/d...

6.1.13 Builder of the Model Rule

Commercially available components, machined parts, die or laser cut parts and prefabricated or moulded airframe components which are manufactured by a third party, whether specifically for the model or supplied as part of a kit, may be used in the construction of scale models.

Details of these items (excluding fixings, i.e. screws, nuts a bolts etc) must however, be entered on the Competitors Declaration Form and if they affect the visible scale accuracy or craftsmanship of the model they will result in a reduction of the marks awarded during static judging. This includes any part of the model which has been manufactured using any computer aided process, eg CAD/CAM, CNC, 3-D printing, unless the competitor can provide evidence that he wrote the software.

If any commercially available parts have been modified by the competitor to improve scale accuracy then the evidence of this work must be supplied (attached to the declaration) in order for the Judges to assess the craftsmanship.

If found in violation of this rule the competitor may be disqualified from the contest.

1. The Builder of the Model Rule is not clearly defined in the existing F4 rules although the ABR Builder of the Model rules B.3.1.a and B.20.2 are quite clear and apply to F4.
2. The Builder of the Model Rule is much too important to be hidden away as a part of a sentence in an F4 sub-paragraph under the heading of the Competitor's Declaration. (The first sentence of Para. 6.1.9.4e) refers).
3. There is increasing evidence that the Builder of the Model rule is subject to abuse and possible misunderstanding or misinterpretation due to translation from English.
4. Modern design and construction methods and technology such as CAD/CAM, CNC machining, 3-D printing etc. which are commonly used in the aerospace industry are increasingly becoming available to the aeromodeller and the model engineer. When this technology is used to produce scale models or components parts for scale models, the static judges are faced with having to decide the extent to which the competitor has been involved in the process. The competitor can only claim to have designed and manufactured such a component if he produced the software.

Type out supporting data for proposed technical amendments in the space below:

REQUEST THAT THIS BE APPLIED AS A LOCAL RULE FOR THE 2014 WORLD CHAMPIONSHIPS

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) PROPOSAL FROM**
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Date: 09/11/13

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F4

Heading of section: ANNEX 6C Class F4C JUDGES GUIDE – FLYING SCHEDULE

Class: F4C/F4G/F4H/F4J

Number & heading of the paragraph: 6C.3.7T Flight in a Straight Line at Constant Height (Maximum 6 m)

Page number if appropriate: 63

This proposal is a:

Rule Change	X
Clarification	

Safety	
--------	--

Noise	
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Other	X
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mark the boxes with X as appropriate

Type the instruction in the space below:

Replace the 'Flight in a straight line at constant height' with a new manoeuvre: Straight Flight at Low Speed

Type the text changes in the space below:

See the second page of this proposal document.

Type out the reasons in the space below:

This is a consequential change from proposal F4C 6.3.7.T GBR 14.

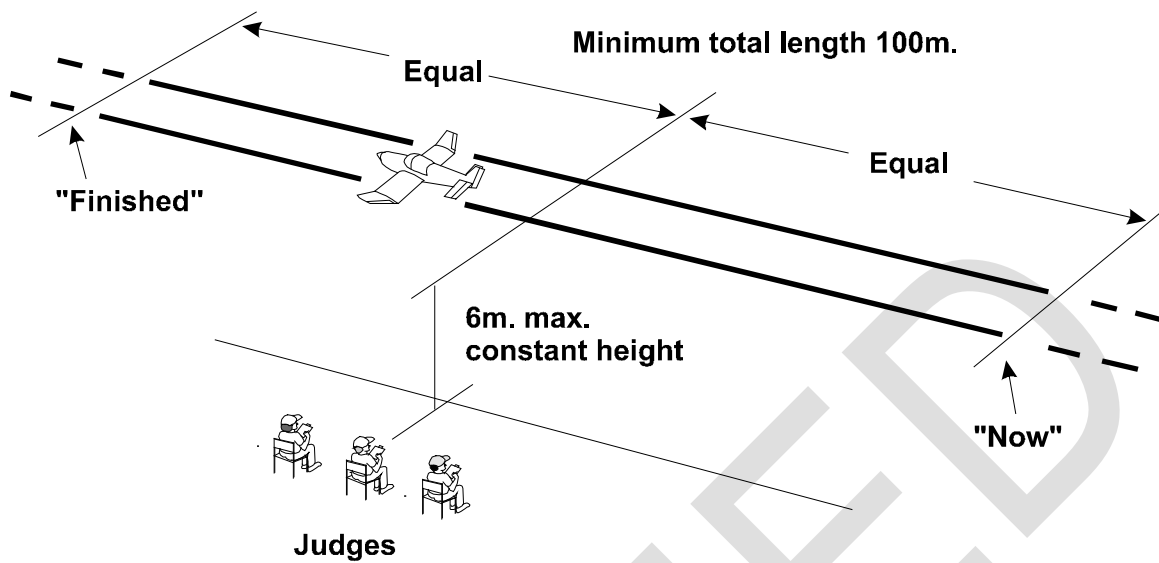
T

Flight in a Straight Line at Constant Height (Maximum 6 m):

Model aircraft approaches in straight flight at a constant height not exceeding 6 metres for a minimum distance of 100 metres, then climbs away. This is in effect a low flypast.

STRAIGHT FLIGHT AT LOW SPEED

The model flies in a straight line parallel with the judges line over the landing area for a minimum distance of 100 meters and centered on the judges position. The height must be constant and not exceeding 6 metres and the model must fly at a speed which would represent the minimum safe flying speed for the prototype. Prototypes fitted with retractable undercarriage must have the U/C extended. If the prototype is fitted with any L/E or T/E flaps, slats, speed brakes, spoilers or other high drag/low speed/high lift devices then these must be deployed, unless the competitor can provide evidence that such devices were disabled or not routinely used.

Errors:

1. Not a straight course (slight corrections acceptable with light aircraft).
2. Not constant height.
3. Not 6 metres or below.
4. Not pass over the landing area.
5. Not centred on judges' position.
6. Not parallel with the judges' line.
7. Too short distance (too long is not an error).
8. Model aircraft flight path not steady.
9. Too far away/too close/too high/too low.

Not a constant heading

Not a constant height.

Above 6 meters.

Model does not pass over the landing area.

Manoeuvre not centred on judges' position.

Not parallel with the judges' line.

Too short distance (too long is not an error).

Failure to extend U/C or deploy high drag/low speed/high lift devices.

Model flying too fast.

**FEDERATION AERONAUTIQUE INTERNATIONALE
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Date: 09/11/13

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast For Against

Sporting Code Volume: F4

Heading of section: ANNEX 6E

Class: F4C/F4G/F4H/F4J

Number & heading of the paragraph: 6E.1 Competitors Declaration Form

Page number if appropriate: 73

This proposal is a:

Rule Change	<input checked="" type="checkbox"/>	Safety	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Clarification	<input type="checkbox"/>						

mark the boxes with X as appropriate

Type the instruction in the space below:

Consequential revision of the Competitors Declaration Form. Proposals F4C 6.1.9.2 GBR 14 & F4C 6.1.13 GBR 14 refer.

Type the text changes in the space below:

See the second page of this proposal document.

Type out the reasons in the space below:

1. Deletion of the requirement to make a declaration that the model is non-aerobatic. Proposal F4C 6.1.9.2 GBR 14 refers
2. Revision of the builder of the Model Rule requires an additional question in the Static Judging Questionnaire. Proposal F4C 6.1.13 GBR 14 refers.

CHAMPIONSHIP LOGO and FAI emblem

COMPETITORS DECLARATION FORM (ANNEX 6E.1)

This form must be completed and signed by the competitor and endorsed by the competitor's NAC. Competitors are to indicate answers YES or NO by circling the appropriate boxes

Competitor's Name	National Identification	Model name & type	Class - F4B F4C, F4G, F4H, F4J
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If your flight schedule is to include Optional Demonstrations 6.3.7. P or Q - Flight function by subject aircraft - provide full details of your manoeuvre(s) here or on a separate sheet.

NON-AEROBATIC DECLARATION - Under the terms of rule 6.3.7, do you consider your aircraft to be non-aerobatic ? — If YES give reasons below.	YES	NO
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Annex 6E.1 continued - STATIC JUDGING QUESTIONNAIRE

Was the structure of this model researched and designed entirely by you ?	YES	NO
Was this model built using a commercially available design or plan ? If YES state the name of the person who has drawn the plan.	YES	NO
Was this model built from a kit ? If YES, state kit manufacturer's name:	YES	NO
<u>Was any part of this model subject to a computer aided manufacturing process for which you wrote the software</u>	<u>YES</u>	<u>NO</u>

Indicate if any of the following items are supplied as part of a kit or not made by you. List any additional items (other than R/c equipment or engines) in the empty spaces or on a separate sheet.

Moulded or built up fuselage	YES	NO
Pre-formed or built up wing panels	YES	NO
Pre-formed or built up tail surfaces	YES	NO
Moulded canopy	YES	NO
Moulded or spun engine cowlings	YES	NO
Undercarriage assembly	YES	NO
Wheels	YES	NO
Tyres	YES	NO
Guns, bombs or other fittings	YES	NO
Spinners	YES	NO
Scale propellers	YES	NO
Instrument panel or cockpit interior	YES	NO
Printed or pre-cut markings or decals	YES	NO
Wire rigging or fittings	YES	NO
	YES	NO
	YES	NO
	YES	NO
	YES	NO

COMPETITORS CERTIFICATION

F4B, F4C and F4G - I certify that I am the builder of the model and the answers given above are correct	
Name	Signature.....
F4H only – I certify that I applied the colour scheme and markings to the model and the answers given above are correct	
Name	Signature.....

ENDORSEMENT BY THE COMPETITOR'S NATIONAL AIRSPORTS CONTROL

I certify that the Competitors Certification is valid and the answers given above have been verified.

Name.....Signature.....

Position Held /Authority.....

RATIFIED

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) PROPOSAL FROM**
(Conforming to the rules in A.6.1. of Volume ABR effective Plenary 2009)

Flight No.

Reference Plenary 2010 - submit the proposal between 1st August and 15th November in the year immediately preceding the Plenary Meeting but in line with the 2-year cycle.

Date: 09/11/13

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F4

Heading of section: ANNEX 6E

Class: F4B/F4C/F4G/F4H/F4J

Number & heading of the paragraph: 6E.2 Example of a Flight Score Sheet

Page number if appropriate: 74

This proposal is a:

Rule Change	X	Safety	<input type="text"/>	Noise	<input type="text"/>	Other	X
Clarification	<input type="text"/>						

mark the boxes with X as appropriate

Type the instruction in the space below:

Consequential revision of the "Example of a Flight Score Sheet". Proposals F4C 6.1.9.2 GBR 14; F4C 6.3.7T GBR 14 & F4C 6C.3.6.11 GBR 14 refer.

Type the text changes in the space below:

See the second page of this proposal document.

Type out the reasons in the space below:

1. Deletion of the requirement to make a declaration that the model is non-aerobatic. Proposal F4C 6.1.9.2 GBR 14 refers.
2. Replacement of the "Flight in a straight line at constant height" with "Straight flight at low speed". Proposal F4C 6.3.7T GBR 14 refers.
3. Replacement of "engine sound" with "model sound". Proposal F4C 6C.3.6.11 GBR 14 refers.

ANNEX 6E.2 Example of a Flight Score Sheet

(Championship Title & Logos)

FLIGHT SCORE SHEET

Name **Nationality** **Competitor Number**

Aircraft **Scale** **Cruise/Max Speed**

Competitors must select below (in flying order 2 to 9) EIGHT of the following manoeuvres appropriate to the subject aircraft, two of which MUST be the Figure Eight and the Descending Circle.

		K	Mark	Comments
1	Take Off <i>(including climb-out + 90°</i>	11		
	<i>Figure eight (90°0 + 360° +</i>	7		
	<i>Descending Circle (360°, descent below 6</i>	7		
	<i>Extend and Retract Landing Gear or Flaps (360° turn, not above</i>	7		
	<i>Drop Bombs or Fuel Tanks (nominate</i>	7		
	Parachute	7		
	Touch and Go <i>(main wheels on ground for</i>	7		
	Lazy Eight	7		
	Wingover <i>(direction away from the judges, minimum</i>	7		
	Sideslip <i>(minimum yaw 20°, descent</i>	7		
	Flight in straight line with one engine throttled <i>(min</i>	7		
	Stall Turn Left/Right <i>(direction to be nominated</i>	7		
	Immelmann Turn	7		
	Inside Loop	7		
	Split 'S' (Reversal)	7		
	Cuban Eight <i>(variation to be</i>	7		
	Normal Spin (Three Turn)	7		
	Roll <i>(nominate any special type, e.g. Slow,</i>	7		
	Inverted Flight <i>(¹/₂ roll - 100m - ¹/₂</i>	7		
	Derry Turn	7		
	1 st Flight Function performed by subject aircraft:	7		
	2 nd Flight Function performed by subject aircraft:	7		

Any of the following six manoeuvres may only be selected by subjects certified and approved as "Non-Aerobatic" on the Competitor's Declaration Form (Annex 6E.1)

	Chandelle <i>(180° Climbing</i>	7		
	Flight in a Triangular Circuit <i>(sides minimum length</i>	7		
	Flight in a Rectangular Circuit <i>(sides min. lengths 75m. x</i>	7		
	Flight in a Straight Line at constant height Straight flight at low speed <i>(min 100m, max ht</i>	7		
	Overshoot <i>(at approx</i>	7		
	Procedure Turn <i>(90° +</i>	7		

10	Approach and Landing	11		
11	Realism in Flight - Engine Model Sound <i>(Realistic Tone and</i>	4		
	- Speed of the Model	9		
	- Smoothness of Flight	9		

Declaration seen: YES / NO

Judge's signature:Chief Judge's signature:

Notes/For scorekeeping use

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) PROPOSAL FROM**
(Conforming to the rules in A.6.1. of Volume ABR effective Plenary 2009)

Reference Plenary 2010 - submit the proposal between 1st August and 15th November in the year immediately preceding the Plenary Meeting but in line with the 2-year cycle.

Date: 09/11/13

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F4

Heading of section: CLASS F4C – RADIO CONTROLLED FLYING SCALE MODEL AIRCRAFT

Class: F4C/F4G/F4H/F4J

Number & heading of the paragraph: 6.3.6 Flight

Page number if appropriate: 18

This proposal is a:

Rule Change	<input checked="" type="checkbox"/>	Safety	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Clarification	<input type="checkbox"/>						

mark the boxes with X as appropriate

Type the instruction in the space below:

Sub-para 6.3.6.11(a) Delete “Engine Sound (realistic tone and tuning)” and insert “Model Sound”.

Note: There will be a consequential change to the Judges Guide, para 6C.3.6.11. Proposal F4C 6C.3.6.11 GBR 14 refers.

Type the text changes in the space below:

6.3.6.11.Realism in flight
 a) Engine sound (realistic tone & tuning) **Model Sound** K = 4
 b) Speed of the model aircraft K = 9
 c) Smoothness of flight K = 9

Type out the reasons in the space below:

In reality the sound that the model makes is “model sound”, The engine sound can only be clearly distinguished on the ground at a low throttle setting. When in flight, the engine sound cannot be separated from the overall sound of the model, which includes propeller sound and airframe sound.

The judges guide states that “Tone relates to the character of the sound by comparison with the full size at all throttle settings”. The character of the sound made by a full size aircraft is not simply related to the throttle setting, but varies considerably depending on factors such as speed, direction of travel in relation to the observer, whether climbing or diving, etc. The sound that the model makes is also dependent upon these same factors and as a result some manoeuvres will sound more realistic than others. It may be stating the obvious but a greater knowledge of the full size aircraft is often essential for this to be appreciated.

The judges guide states that “Tuning” is the smoothness of operation of the engine at all throttle settings.” This has nothing to do with realism because many aeroplanes misfire or even backfire at low throttle settings and during manoeuvres. In addition, “tuning” is not relevant to electric powered models.

The judges guide states that “The marks for engine sound should therefore be split equally between these two aspects” (tone and tuning), but this rule makes no provision for ‘on-board electronic sound systems’.

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) PROPOSAL FROM**
(Conforming to the rules in A.6.1. of Volume ABR effective Plenary 2009)

Reference Plenary 2010 - submit the proposal between 1st August and 15th November in the year immediately preceding the Plenary Meeting but in line with the 2-year cycle.

Date: 09/11/13

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F4

Heading of section: CLASS F4C - RADIO CONTROLLED FLYING SCALE MODEL AIRCRAFT

Class: F4C/F4G/F4H/F4J

Number & heading of the paragraph: 6.3.7 Optional Demonstrations – Item T

Page number if appropriate: 19

This proposal is a:

Rule Change	X	Safety		Noise		Other	X
Clarification							

mark the boxes with X as appropriate

Type the instruction in the space below:

Replace "Flight in a straight line at constant height" with "Straight flight at low speed".

There will be consequential changes to:

Judges Guide 6C.3.7.T (page 63). Proposal F4C 6C.3.7T GBR 14 refers.
ANNEX 6E.2, Flight Score Sheet. Proposal F4C ANNEX 6E.2 GBR 14 refers.

Type the text changes in the space below:

T ~~Flight in a straight line at constant height~~ **Straight flight at low speed**
(maximum height 6 metres) K = 7

Type out the reasons in the space below:

- Following removal of the ban on the use of Gyros or artificial stabilisation devices, a flight in a straight line at constant height with a model fitted with such devices will require little or no pilot input.
- As a consequence of removing the need to declare a model "non-aerobatic", the straight flight will offer no challenge to models with a high power loading or to turbine powered models. Replacing the straight flight with a slow flight at minimum speed presents a manoeuvre which is more difficult for faster models when in a landing configuration..

Type out supporting data for proposed technical amendments in the space below:

A full description of the proposed manoeuvre will require an amendment to the Judges Guide but is copied here for information:

STRAIGHT FLIGHT AT LOW SPEED

The model flies in a straight line parallel with the judges line over the landing area for a minimum distance of 100 meters and centered on the judges position. The height must be constant and not exceeding 6 metres and the model must fly at a speed which would represent the minimum safe flying speed for the prototype.

Prototypes fitted with retractable undercarriage must have the U/C extended.

If the prototype is fitted with any L/E or T/E flaps, slats, speed brakes, spoilers or other high drag/low speed/high lift devices then these must be deployed, unless the competitor can provide evidence that such devices were disabled or not routinely used.

FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) PROPOSAL FROM
 (Conforming to the rules in A.6.1. of Volume ABR effective Plenary 2009)

Reference Plenary 2010 - submit the proposal between 1st August and 15th November in the year immediately preceding the Plenary Meeting but in line with the 2-year cycle.

Date: 09/11/13

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F4

Heading of section: ANNEX 6C Class F4C JUDGES GUIDE – FLYING SCHEDULE

Class: F4C/F4G/F4H/F4J

Number & heading of the paragraph: 6C.3.6.11 Realism in Flight

Page number if appropriate: 47

This proposal is a:

Rule Change	<input checked="" type="checkbox"/>
Clarification	<input type="checkbox"/>

Safety	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
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mark the boxes with **X** as appropriate

Type the instruction in the space below:

There will be a consequential change to the replacement of Engine Sound (realistic tone and tuning) with Model Sound. Proposal F4C 6.3.6 GBR 14 refers.

Type the text changes in the space below:

6C.3.6.11. Realism in Flight

Realism in Flight covers the entire flight performance including the way in which the model aircraft flies between manoeuvres.

Judges will allot points for Realism within the following aspects, always keeping in mind the likely characteristics of the full size subject:

Engine sound (realistic tone & tuning) **Model Sound** K = 4

"Tone" relates to the character of the sound by comparison with the full size at all throttle settings.

"Tuning" is the smoothness of operation of the engine at all throttle settings.

The marks for engine sound should therefore be split equally between these two aspects.

This is an assessment of how accurately the model replicates the characteristic sound of the full size aircraft. Judges should be familiar with typical sounds produced by different categories of aircraft and also be aware of the variations in sound produced at different speeds and varying throttle settings and/or propeller speeds. Judges should therefore consider how closely the sound produced by the model demonstrates what would be the typical sound produced by a full size aircraft in the same category and powered by a similar means of propulsion to that which the model is attempting to replicate.

There should also be some variation in the sound produces depending on throttle settings and whilst it is difficult, for example, to make a model powered by a single cylinder 2-stroke sound like a full size aircraft with a multi cylinder 4-stroke at full throttle, there may be times during the flight, particularly when the throttle is closed, when the sound is more realistic.

Special consideration should be given where the model demonstrates any particular characteristic sounds of the full size aircraft. Competitors are encouraged to advise judges if such characteristic sounds can be reproduced and where they will occur in the flight eg excessive propeller noise at high power setting or noise produced by the airframe during high 'g' manoeuvres.

Type out the reasons in the space below:

This is a consequential change from proposal F4C 6.3.6 GBR 14.

SCALE Nationals Report to Tech Council - 19/10/13

Overall it was a successful Nationals for Scale but the total number of 30 entries in the 3 R/C classes was disappointing after the strong support for other events throughout the season. Several 'senior' flyers, including last year's F4C winner and the overseas competitors were absent but this resulted in an entertaining and closely fought competition in all classes.

The steps taken since last year to improve spectator appeal all drew universal approval from spectators, judges and competitors. The larger self-supporting marquee provided a far better environment for static judging giving more unhindered space and better light conditions, as well as the ability for spectators to see in through the clear window panels. The information boards and loose-leaf 'flyers' produced by Andy Sephton and Chris Allen were much appreciated by spectators and the shorter grass in the pits area allowed for better viewing and photographic opportunities. The one aspect that remains disappointing is the PA system which could not be heard at the extremes of the spectator area.

The main area of concern on the Scale R/C flight line remains that of safety due to airspace incursions. Once again the wind direction dictated a cross-runway flight pattern for most of the weekend. In order to de-conflict with Fun Fly the Scale flight judges had to be positioned on the far side of the runway intersection with their backs to the show line. This meant that scale models conducting the mandatory descending circle manoeuvre were descending, albeit at low power, towards the helicopter line and several incursions into their airspace did occur which were dealt with by the CDs concerned. Of more significance, despite all of the discussions and assurances since last year, certain show line models came so far into Scale airspace that they were seen to conduct high energy turns and reversals above our judges' heads. This situation cannot be allowed to continue and we will not put our judges and pilots 'in the firing line' again. Some show line slots involving multiple models, primarily petrol-powered warbirds, also made it impossible for our judges to mark the sound of Scale competition flights due to the persistent noise, some of which gave the perception of exceeding the guidelines published in the BMFA Handbook. Multiple models also significantly increase the probability of a mid-air.

Andy Sephton, who is a very experienced full-size display pilot and CAA Display Authorisation Examinee, has tabled formal concern over some of the high-energy manoeuvres conducted by Show Line models and the potential for debris to penetrate the crowd line in the event of a mid-air, structural or control failure. I have written to the Nats Co-ordinator on behalf of the STC requesting Andy's involvement in a review of flight line safety.

There were again only 4 entries in each C/L Scale class and it has been suggested that positioning the carrier and Scale circles closer together might generate more interest due to the synergy between classes and more frequent activity throughout the weekend. This will be taken up with the C/L TC.

The entry level in the F/F events remained sound apart from in CO₂/electric which seems somewhat moribund with few new models being built. The light rain on Saturday and stiff breeze on both evenings did limit the number of qualifying flights made but there were some spectacular attempts and the usual one or two classic flights. There were no safety issues this year and, again, the safety marshals were appreciated and effective. However, a longer safety barrier might perhaps be beneficial in future.

Finally, as always, the STC would like to put on record our thanks to all the judges, commentators and assistants without whom the event could not take place. CD, Graham Kennedy, had a particularly challenging time this year but coped well in his inimitably unflappable style.

Ian Pallister
Council Delegate Scale TC
18 October 2013

**2013 British National Championships Report
from the Control Line Technical Committee to the Full Council**

The Control Line National Championships were successfully held at Barkston Heath during the August Bank Holiday weekend. All the scheduled classes were flown and all finished on time. The weather was much better this year, although some time was lost on Saturday due to light rain. Sunday and Monday were both fine and sunny with a cold NNE which veered to easterly late on Monday afternoon.

The airfield was available from early Friday which helped to ensure that site preparation was well advanced by the time the Control Line area preparation was started. The safety cages for Speed, Team Race and Vintage Team Race were constructed from metal site fencing. These cages not only look much neater and more professional than the previous netting cages, they are also more robust, and quicker and easier to assemble and clear away.

The trophies were graciously presented by Robin Gowler, Fellow and BMFA Chairman, at the end of the contest. The CLTC would like to thank Robin for carrying out this task during his many years as Chairman of the BMFA.

The newly resurfaced east/west runway where the Control Line competitions are flown was a great improvement for all the Control Line circles. Despite strenuous attempts to clean the surface during the weekend and after flying had finished there were some issues with the condition of the surface of the Team Race and Vintage Team Race circles after the Championships had finished. I understand that the TR fuel spills did not damage the surface of the runway and that the stains are cosmetic and will fade. The issue of TR fuel spills will be further addressed in the future. I have to thank Dave Phipps for his huge effort in controlling the situation.

There were no other problems at the Control Line flight lines and the CLTC would like to thank all the Contest Directors, timekeepers, scorers and tabulators for their efforts during the Championships.

Peter Halman, Fellow
CLTC Chairman
6th September 2013

SF Nats 2013. RAF Cranwell Aug Bank Holiday

After a very long interval RAF Cranwell became available once more and thanks are due to Chris Moynihan for this achievement. 2 pre-event meetings were held at Cranwell, with Flt Lt Leon Crease and members representing all the agencies involved. Leon is to be congratulated on delivering a sound package for our use of Cranwell and maintaining liaison during the event; both he and Liaison Officer Flt Lt Chris Hayward attended on several occasions. Dave Phipps was present at all the meetings and coordinated all the official paperwork for the event, as well as assisting with various bits on the ground! There was a general keenness to make this event work.

Entries and fee collection made a significant move away from the days of paper/envelopes and cheques. Entry was by filling in a Word doc form and emailing it to the BMFA Office. Information for payment was then available and contestants rang subsequently to make card payments. A postal version could be had on request but nobody asked. Using this system (for competitor camping also) Sian and Gemma were able to have all the competitor and security information needed for both Cranwell and ourselves and have all the payments complete, the week before the event. Final information was emailed to competitors (and registered spectators) by Wednesday of that week. One or two small problems need tweaking for next year but essentially the new system worked very well.

Entry to the airfield was by the coded pad on the Rauceby Lane barrier and worked very well. The 2 "no-drive, no-fly times" 09:00 - 09:30 & 18:00 – 18:30 were well observed, as were the 3 occasions when light aircraft movements took place by prior arrangement. Radio communication was maintained between our 4 flying sites at all times and mobile phone used for contact with full size users. Phone contact on Cranwell can be iffy but we managed via messaging when necessary.

Saturday was a washout for all but 100S Glider, who ran a reduced event, which nevertheless achieved a meaningful result in the 2 rounds flown before the continuous rain struck! F3B started and were stopped; F5J did not start as the prospect of the necessary 4 rounds was highly unlikely.

Sunday was a much better day and came with an unusual Northerly breeze, some low cloud early on but fairly soon some good soaring conditions for the 4 events. The proximity to the northern taxiway of the "electric" site was quite close in gliding terms, even with the 10/15mph northerly wind and this would need addressing more carefully in calm conditions. In the prevailing wind, the incidence of one group overflying another was virtually nil. All competitions had a good day F3J & F5B their first of 2 days; eSoaring Open and F3K completed their events. Nearly everybody left the Field before being trapped by the 18:00 curfew!

Monday was a repeat of Sunday but with slightly better weather, for F3J & F5B, who completed their competitions and for 2M eSoaring's one day meeting.

Monday evening. The airfield sites were checked by CD's and the RAF; the toilets were removed just prior to the sweeping truck arriving. Subsequently a piece of equipment was found to have been left in the grass but we were quickly informed by the looser and it was retrieved early on Tuesday. Cranwell Air Traffic was most helpful with that recovery, as were all the RAF personnel we encountered.

People attending seemed to be happy with our return to Cranwell and appreciated the efforts made on their behalf. It is unfortunate that general spectator entry is unlikely to be viable at such a site without marshalling and all that entails.

Finally I would like to add my thanks to all those competitors who helped during the event to make this a success; in particular those few who compromised their flying time by collecting gear from Barkston while I was already at Cranwell. It would be far better if a non-flying CD were to be found and made Event Director to handle all the general "airfield" duties in future.

Mike Proctor
SF Nats CD 2013

Free Flight and Space Nationals report 2013

The Free Flight Nationals were held over the Bank Holiday Weekend 25- 27 May, back to the normal date. As always the BMFA office did an excellent job in processing entries, transporting and setting up equipment and distributing results.

As ever, the contest was dependent on the weather. This year we struck lucky. Saturday being very good and the Sunday that had weather that was as good as it gets! The weather, to an extent withdrew its support, on Monday although bright and sunny there was a stiff Southerly breeze. All contests achieved satisfactory results with no problems.

This year there was no SAM35. It has already been agreed that SAM35 will return in 2014 with an appropriate range of events that mesh with the free flight and space events. However the vintage team race and speed group were in attendance.

RAF liaison and airfield security both worked well. Farmer liaison had done a good job of establishing potential problem areas and with the wind direction being kind to us there were no reported problems.

As a result of the excellent weather the numbers of public were up on 2013 and as a result the event will show a profit.

Michael J. Woodhouse June 2013

CEO/NATS Co-ordinator report to Tech Council – October 2013

Barkston Bookings for 2014

I am in the process of collating booking requests for the use of Barkston Heath in 2014, but submission of the requests is in abeyance until I have met with Air Commodore David Stubbs at the end of this month.

SF Nats Venues

When I meet with Air Commodore David Stubbs one of the other topics for discussion will be the use of Cranwell. I hope to be able to secure the use of the South Airfield once again for the 2014 SF Nats.

RC, Scale & CL Nationals 2013

Our entire operation was under far closer scrutiny this year from the RAF and the Babcocks (who have taken on some responsibilities from Defence Estates). We had Babcock representatives on site every day during preparation (taking photo's!) and the Station Health & Safety Manager was on site over the weekend. I got called into Cranwell twice for 'discussions' and to sign paperwork (which should be signed every year, but had never been done before!).

As a consequence I had numerous telephone calls relating to water connections, sewerage connections, nets for skips, erection of tents on the campsite, skip doors being open, electrical hazards, the use of the doors on the hangar, the way we used our cherry picker etc.

Flightlines & Airfield

A number of issues arose this year and once I have held my discussion with Air Commodore Stubbs and some of the other personnel at Cranwell, I hope to hold a meeting with Nationals 'overall CD's' for a de-brief for 2013 and to plan for 2014. This will be sometime in early 2014.

Some of the items for discussion will be:

Grasscutting.

The scale of the grasscutting/collection operation will have to be reduced I'm afraid. This year, we had an agricultural contractor on site, but if we had not had full airfield access on Friday, some areas would not have been completed. Overall we cut almost seven acres, all of which has to be collected and removed. Over recent years we have disposed of the cut grass on the pile of airfield grass clippings at the neighbouring farm. However, unbeknown to us the grass pile had been on fire for several months and still contained a deep seated fire within (even though it was not apparent). The farmer had to move our grass pile and disperse it for which he (quite reasonably) invoiced us. However, the conclusion of all of this is that all grass cuttings will have to be disposed of off-site next year which will add another cost and as such we'll have reconsider what we do. For instance, the largest area mown is for C/L combat and we will probably have to return to mowing circles rather than the entire area.

BBMF Flypasts.

The failure of Leon Creese to arrive for the Dakota flypast on Sunday caused a great deal of aggravation. Leon was two minutes away when a technical problem meant that he had to turn back to Coningsby. However, I could not give the 'all clear' for flightlines to resume until I received definite confirmation that the flypast was 'off', meaning that everyone was grounded for a prolonged period. This was an unfortunate set of circumstances and although the public enjoy the flypasts, the aggravation it causes with the CD's means that I will probably not arrange them in future years.

Control Line Circles.

Unfortunately, the newly resurfaced runway was badly stained with fuel at various points, particularly in the Team Race and Vintage Team Race Areas. This caused a furore with staff at Barkston and Cranwell and our Liaison Officer has been extremely helpful in bringing the situation under some control. However, I will still be 'hailed over the coals'. Ultimately, it looks like we have support for the 2014 Nationals, **but** if we repeat the situation again next year we will definitely jeopardise any events beyond that.

CLTC suggested that the fuel from a crashed turbine or petrol powered aircraft would have caused far more damage and assured me that at most, 4 pints of fuel would have been spilled. However, the issue that has arisen is nonetheless a result of control line activity and if the RAF were aware that we would be setting out in the knowledge that we 'intended' to 'spill' 4 pints of fuel on the brand new (£multi million) surface of their runway, then we would not have been there at all!

Damage caused from deliberately re-fuelling aircraft so that surplus fuel is sprayed onto the runway is far more difficult to defend than damage resulting from an accidental crash!

My suggestion would be that CL (internationally) needs to review the re-fuelling practices employed in Team Racing which have probably been established for decades, but are perhaps difficult to reconcile with today's world of closer scrutiny and the need to protect the diminishing number of flying sites available. There must be some potential for technical developments to overcome this problem?



The worst areas of staining were the Team Race and Vintage Team Race circles, but it was also evident at numerous other points along the runway. The location of the contest circles for 2014 will require serious consideration (as will the availability and number of practice circles).

C/L Combat experienced a 'fly away' with the aircraft hitting (and slightly injuring a Team Race competitor). This was a reportable incident which was not reported in the correct manner. Further guidance will be issued next year to ensure that everyone is clear on what is required.

Showline

At the Council meeting, the Scale TC rep complained again about the extent of conflict between Scale and Showline. I did visit the Scale CD each day who had told me at the event that the situation had improved over recent years and certainly my Safety Team reported that the main conflicts brought to their attention had been between Scale and Heli. However, there are some legitimate areas of concern to address including the positioning of scale judges in live airspace. Showline did suffer the crash of a turbine aircraft into a neighbouring field which had (fortunately) been harvested earlier in the week. A small stubble fire resulted which was quickly dealt with by the Safety Team. The farmer was understandably concerned and I will be reviewing the arrangements for the Showline (and the entire layout of the airfield for that matter) prior to my proposed meeting.

FOD

My team of 'FOD plodders' is relatively small and the efforts of flightlines to ensure that their areas are left clean on departure are always appreciated. The majority of flightlines were left in extremely good order with the exception of C/L Team Race and Vintage Team Race (without wishing to sound like I'm having another 'go' at them!). I did these areas personally and had to clear dozens of discarded cigarette ends along with bits of balsa, bits of broken prop, sticking plasters, oily rags, lolly sticks, disposable stirrers etc. It is disappointing that some members do not seem to adequately respect or value the use of the airfield and the potential consequences of their thoughtless actions and this is another area I will be giving some consideration to for 2014.

Broken Lights

Three lights were damaged this year which is fairly typical. The RAF 'appreciated' our honest reporting of the damage.

Infrastructure

From an organisational point of view, the Nationals ran very smoothly again this year. Prior to our arrival, it had been indicated to me that we would not gain full access until at least 1700hrs on Friday. However, good luck was on our side once again and we gained full access from close of play on Thursday due to industrial action by the firemen.

The majority of the airfield set-up was completed by Friday evening, and the arrangements with the three CL cages seemed to work well once again. The usual 'test' for how well the setup has gone is the amount of traffic over the radio network on Saturday morning. Chris Bromley always told me that if it went quiet by lunchtime, we'd done a good job. This year the radio's never really got busy! All of this is thanks to the excellent infrastructure team who all take responsibility for their own areas of operation and all of whom did an excellent job this year. A new role this year was 'storekeeper' with Debbie Pendleton releasing equipment and infrastructure supplies in a more controlled manner than in previous years. In the past, some of the infrastructure team complained that equipment they had requested was unavailable (even though it had been delivered to site). There were no such complaints this year and I hope that Debbie will take on the job again in 2014.

The weather was fairly kind to us this year, although the forecast no doubt reduced gate figures on Saturday. Figures are not yet finalised as not all invoices have been received.

A source of increasing concern and uncertainty over recent years has been the availability (or not) of standpipe hardware to obtain water supplies. The equipment is in the care of Babcocks and is installed by the Firemen but is increasingly an area of 'difficulty'. This year I purchased some standpipes of our own which following some adaptations worked well and I plan to purchase some additional ones for 2014 so that we are no longer reliant on the cooperation of other parties to secure a supply of water.

The Swapmeet was located outside again this year and worked very well. Terry Lee devised a traffic management system which ensured the 'through traffic' kept moving.

As mentioned, the established 'Nats Infrastructure Team' did a truly excellent job this year and particular thanks should be noted for (in no particular order):

Keith & Christine Lomax – who were first to arrive on site and last to leave. Keith helped with the pre-event set-up and then worked as Treasurer and Christine managed the Camp Gate and security team.

Wayne Pendleton – helped with the set-up and then worked as Flightline Controller.

Tony Butterworth – Organised the camp site team with great efficiency.

Tom Jones – Responsible for the hired in plant & equipment and ensuring that those who needed electricity received it (and that it all kept working during the weekend).

Robin & Poppy Gowler – Who looked after the VIP's.

Mark Wigley and the roping crew who were super-efficient this year.

Andy Symons – Event Safety Co-ordinator responsible for the safety team. Also involved in set-up and break-down and co-ordinating the marshalling team.

Pete Hadlow – Who took on the Trade Secretary's role following Nikki's death earlier this year. Pete did an excellent job for me and I hope he'll take on the job again in 2014.

Linda Harding – Who co-ordinated the day gate team.

John French – Who supervised the marquee set-up and helped with the Camp Gate.

Mick & Hazel Stroud – Who set up the toilets/showers and water supplies.

Manny Williamson and his team who organised the Showline. Manny also co-ordinated production of the programme with Gemma Sargeant (design) and John Irish (advertising). I am pleased to report that this year the programme generated an income of £340 for the event!

Sian Sargeant who was responsible for pre-event ticketing and pre & post event accounting.

Helen Feaver - who ran the Dart Building Workshop this year.

Keith & Nigel Barker - who organised the BMFA Stand.

Nigel Hancock - who created the Nats website for us and commentated on the Showline.

Flt Lt Leon Creese – RAF Liaison Officer, BBMF Pilot and Showline commentator. Leon is extremely valuable to us and it is great that he has become an integral part of the team.

He was exceptionally useful to us this year on the 'diplomatic front' following the fuel staining on the C/L runway.

Pete James – Pete is based at Barkston and helped with the VIP's again this year (his son Matthew also worked with Linda on the day gate). Although they live locally, they camped on site again.

Pete is involved with Ascent Flight Training who will be seeking a 25 year lease on Barkston, so good relations are important!

Phil Wigley – Who managed the hangar & Swapmeet .

There were of course dozens of other people involved and I apologise if I've missed out any of the 'key players'. I think everyone is on-board for next year and I look forward to the genuine pleasure of working with them all again.

We are also fortunate that we work with an excellent range of contractors and suppliers, all of whom know exactly what's required and appreciate the constraints under which we operate.

Arrangements have already commenced for 2014 (the marquees are booked and I've confirmed Manny as Showline Co-ordinator once again!).

Dave Phipps
CEO & NATS Co-ordinator

Free Flight report to Technical Council 2013

Free Flight Contest activities have attracted a keen participation and there have been good entries at most competition meetings, due to the good weather during most of the season. The Free Flight Nationals had mostly excellent conditions and this resulted in a high level of flying as well as a positive financial result. There was also participation from the Control Line Vintage Team Race Group but not SAM 35, though we are hopeful that they intend to be involved in 2014.

The contest season has gone well and both our two international meetings - the Stonehenge Cup and the Equinox Cup - attracted small but good quality entries with keenly contested results. Teams were sent to the F1A, F1B and F1C World Championships and F1E World Championships with results that were generally good but without medals - a number of top ten places. We did though, at the F1A, B and C Championships, finish 3rd in the overall country team challenge. The UK domestic contest programme is now nearly complete (one event remains on the 20th October).

The rules change process (from 2012 rules) was completed in time for 2013 rules book and the start of the contest calendar in January. The changes required were implemented effectively and have worked well through the season to date. The same process (from 2013 rules) to complete the 2014 rule book is now nearly completed and will be ready in time for printing the 2014 FF rule Book.

There are also signs of resurgence in Free Flight Sport flying as a result of the interest in Radio Assisted Free Flight. This 'new' discipline has caused some disquiet among the parties concerned - R/C and Free Flight - as a result of neither wishing to become fully involved; both seeing the discipline as being the responsibility of the other. Some progress has been made with the help of the CEO and the outlook, from the Free Flight point of view, looks positive when some of the sticking points have been resolved.

Planning for 2014 is well advanced. The organisation of the contest programme is effectively complete and the processes required for the FF Nationals have already started.

Trevor Grey - FFTC Council Delegate and Rules Officer. 10/10/13.

Indoor Technical Committees Report to Technical Council meeting 19th October 2013.

The Indoor Technical Committee is running smoothly this year with no problems. There will be no change to the committee members for 2014.

With next years F1D World Championships taking place earlier than usual (end of March, beginning of April) this means that the team trials will have to be run in the winter, but that is OK as the Champs venue is the salt mines at Slanic where it is always cold. The first F1D team trial is being run tomorrow at Werrington Sports Centre in Peterborough. The second will be run at the same venue on the 12th January.

The winter season of flying at the Velodrome in Manchester has started today. Another general flying event has been booked for 23rd November. On Saturday 22nd February the third BMFA Northwest FF Indoor Gala will take place at the Velodrome. This will be an all day indoor free flight event run jointly by the Indoor Technical Committee (ITC) and the Scale Committee and sponsored by the Northwest Area BMFA.

Next years Indoor Nationals will be held at Boulby, North Yorkshire, over the weekend of the 20th to 22nd June. Arrangements are well in hand.

Next years Indoor Challenge model class will be decided at the Committee's first meeting to be held immediately after the BMFA AGM.

For all the up to-date news of indoor duration flying please look at our web site indoorduration-gbr.co.uk.

[Mike Colling](#)
[Indoor Technical Committee Delegate.](#)

Technical Committees' Advice to their Specialist Bodies
For those Technical Committee that have one or more Specialist Bodies attached to it.

Item	Timeline
1. A budget for Training & Excellence.	Early August, latest.
2. Requests for Team Travel disbursement.	January/February
3. BMFA rule changes, supported by the Specialist Body's meeting Minutes.	To fit in with the Technical Committee's rules meeting.
4. CIAM rule changes supported by the Specialist Body's meeting Minutes.	To meet the October Technical Council Agenda deadline.
5. Recommendations for British teams based on the team selection criteria in force at any given time.	As soon as Team Selection is completed & in time for the January Full Council Agenda.
6. Recommendations, supported by an appropriate summary of expertise, for British Team Managers	In time for the January Full Council Agenda.
7. BMFA competition entry fee information on the new form available from the Competition Secretary, or the BMFA office, to include Nationals, Team Selection & Centralised competitions, Juniors and Season Tickets.	By 1st December so that the information is available for the January Full Council meeting.
8. Dates for Team Trials or Team Selection competitions, or any other competitions run on behalf of the BMFA, for the BMFA Contest & Events Calendar. Note that any competitions that count towards team selection must carry a note as such otherwise they will not be valid team selection competitions.	As appropriate for the specific Technical Committee.
9. Results of any BMFA competition to the Technical Committee's Results Officer.	As per the General Rules 2.3.15 & 2.3.16.
10. Proposed UK hosted FAI World Cup or Open International competitions.	World Cups: by 1st November latest. Open Internationals at least four months before the competition date.
11. Names for the FAI Judges and the FAI Technical Experts lists.	To meet the October Technical Council Agenda deadline.
12. Specialist Body Annual Return.	Receipt of the information by the BMFA office between the end of December and the end of March
13. BMFA Equipment List.	

Technical Committees and their Specialist Bodies

Free Flight	FAIR
Indoor Duration	None
Control Line	SpeedCom, VTR, CFA
Silent Flight	BARCS, GBSRA,
Scale	None

Notes:

- i) The RCP Specialist Bodies GBRCOA, AHA, BMPRA, IMAC, BWA, GTBA, JMA and the Fun Fly Group are autonomous but supported by specific, appropriate Executive Officers effective 30th November 2013.
- ii) SAM 35 and UKRA report direct to the BMFA CEO.

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