

MINUTES

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD

(T/A British Model Flying Association)

Minutes of the **Technical Council Meeting**

held on the 17th October 2015 at 11am

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

Provisional until confirmed at the next Technical Council Meeting

PRESENT

David Varallo	Meeting Chairman / Technical Secretary
Jo Halman FSMAE	Competition Secretary/Meeting Vice-Chair
Peter Halman FSMAE	FAI Delegate
Simon Vaitkevicius	Records Officer
Mike Colling FSMAE	Indoor TC Representative
Robin Gowler FSMAE	Scale TC Representative
Vernon Hunt	CLTC Representative
Mike Woodhouse FSMAE	FFTC Representative
Mike Proctor FSMAE	R/C Silent Flight Member
Clive Needham	R/C Silent Flight Representative
Ashley Hoyland	GBRCAA Representative
Barry White	IMAC Representative

In Attendance

Linda Harding	Office Manager/Minute Taker
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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 21st March 2015.
- 5 Matters/Actions Arising from the meeting on 21st March 2015 that are not included elsewhere on this Agenda.
- 6 Website.

- 7 Technical Secretary's reminder to Technical Committees that the very latest that they may submit rule changes is the end of the first week in January but he expects rule changes to be submitted between now and the end of November.
- 8 To receive proposals for FAI Rule Changes.
- 9 To ratify the following British Record Claims:
 - a David Smith (001784) F21 – 29/08/15
 - b David Smith (001784) Vintage Speed – 30/08/15
 - c David Finch (040864) Weatherman Speed – 29/08/15
 - d Mark Greenwood (Pitman)/Martin Daghish (Pilot) (177262/079915) F2CN – 29/08/15
 - e Tom Stallan (160966) F5 Open (Electric Motor S) – 24th July2015 (Dossier provided)
- 10 a) To receive **FAI/CIAM Technical Expert List** recommendations from Technical Committees & RCP Specialist Bodies.
 - b) To receive the FAI Delegate's recommendation for the **FAI/CIAM Education Sub-Committee**.
- 11 To receive **FAI/CIAM Judges List** recommendations from Technical Committees & RCP Specialist Bodies.
- 12 Barkston Heath Bookings 2016.
- 13 To receive a proposal from the Records Officer that we create new UK record classes for Multicopter models.
- 14 To receive:
 - a De-briefing reports on this year's National Championships from Technical Committees.
 - b A report from the Power Nationals Co-ordinator.
 - c Updates on the results from this year's National Championships.
- 15 To receive any reports from Technical Committees.
- 16 To receive a report from the Competition Secretary to include:
 - a Receipt and ratification of any contests for next year's FAI Calendar.
- 17 To receive any reports from Council, Sub-Committees or Elected Officers.
- 18 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.
- 19 To receive dates of the 2016 Technical Council Meetings:
 - 1st Technical Council – Saturday 19th March 2016
 - 2nd Technical Council – Saturday 22nd October 2016
- 20 Any Other Business.
- 21 Date of next meeting.

The Minutes begin below

MINUTES

TC827/10/15 (1) Apologies for absence.

There were no apologies.

TC828/10/15 (2) Request for permission to be absent.

There were no requests.

TC829/10/15 (3) To verify the voting strength of the meeting.

There were twelve (12) members eligible to vote.

TC830/10/15 (4) Correction and adoption of the Minutes of the Technical Council Meeting held on 21st March 2015

Page 7

- **Technical Committee reports, fourth paragraph –**
Second line, delete “however this was to no avail and the models were not loaded”. Replace with “although the CEO had received a telephone call from KLM none of the team had been contacted by the airline”.
- Fifth line, replace “AERTA” WITH “IATA”.

The FAI Delegate proposed that the Minutes of the Technical Council Meeting held on 21st March 2015 be accepted as a true record of that meeting.

Seconded by Control Line TC

Vote: For: 8
 Abs: 4
 Ags: 0

Carried by a majority vote.

ACTION / NOTES

TC831/10/15 (5) Matters/Actions Arising from the meeting on 21st March 2015 that are not included elsewhere on this Agenda.

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- **First paragraph, GBRCAA proposal for submission to the 2015 FAI Plenary Meeting –** The Competition Secretary noted from the 2015 FAI Plenary Minutes that the proposal for the introduction of a GBRCAA rule to incorporate a level 2 sound meter had been omitted.

GBRCAA advised that as far as he was aware the proposal had to be submitted to the 2017 Plenary Meeting. The Competition Secretary stressed that it is important a process is put in place to ensure it did not get missed again. She tasked GBRCAA to make sure the proposal is submitted to the Office Manager to be included on the agenda for the Technical Council Meeting in October 2016. The agenda deadline for that meeting is 26th September 2016.

GBRCAA

Cont'd/...

Page 7

**- Penultimate paragraph, action Competition Secretary–
SFTC wondered whether we should make a single
payment and a single set of submissions of all the UK
hosted International competitions.**

The Competition Secretary commented that she had thought about this and although it is a good idea in principle, it is not really practical. The fees have to be paid when the submission goes forward to the FAI and retaining all of the submissions to the latest possible date leaves it open to omissions. This was not a risk she wanted to take.

SFTC

The FAI Delegate suggested that Silent Flight might want to send all of their applications in at the same time.

This concluded Matters Arising.

TC832/10/15 (6) Website.

No written report had been received.

The Competition Secretary commented that she noted, despite several requests, that the BMFA logo at the top of every page of the BMFA website had still not been reduced. The size of the logo is overpowering and it is very frustrating when working on the website to have to keep scrolling down the page.

The Competition Secretary will continue to raise this issue until it has been addressed. The Chairman would also email the Webmaster and remind him that it still needs addressing.

WEBMASTER

**TC833/10/15 (7) Technical Secretary's reminder to Technical
Committees that the very latest that they may submit rule
changes is the end of the first week in January but he
expects rule changes to be submitted between now and the
end of November.**

Ideally the Technical Secretary would prefer to receive any BMFA rule changes by the end of November.

IMAC asked for clarification of the process for submitting rules. Currently the RC Power Rule Book provides a link to IMAC rules, which in turn will have a link to the AMA (Academy of Model Aeronautics) website.

This was accepted as being sufficient but it was agreed that IMAC should provide clear and concise instructions to follow the relevant links to download the rules, including a notice that there are no BMFA variations to IMAC Rules.

IMAC

TC834/10/15 (8) To receive proposals for FAI Rule Changes.

(APPENDIX A)

CLTC submitted two proposals for consideration (appended in full) which they were unable to submit in time to be included on the agenda as the meeting at which they discuss rule change proposals was only held last week.

A couple of drafting errors were highlighted which were accepted as amendments.

CLTC proposed Rule Changes for F2G and F2C (appended in full) are accepted.

Seconded by the Competition Secretary
Carried unanimously

**FAI DELEGATE/
CLTC**

Technical Council discussed a proposal referred by SFTC. SFTC took on board comments from the meeting and they will report back at the next Technical Council meeting.

SFTC

TC835/10/15 (9) To ratify the following British Record Claims:

- a) David Smith (001784) – F21 CL Speed – 29/08/15
Barkston Heath – 179.42 mph
- b) David Smith (001784) – CL Vintage Speed – 30/08/15
Barkston Heath – 123.80 mph
- c) David Finch (040864) – CL Weatherman Speed (5) –
29/08/15 Barkston Heath – 124.65 mph
- d) Mark Greenwood/Martin DGLISH (177262/079915) –
F2CN CL Team Race – 29/08/15 Barkston Heath –
41.6 secs (heat)
- e) Tom Stallan (160966) – F5 Open (Radio Control Flight)
– 24/07/15 Germany – 426.78 km/h

**RECORDS
OFFICER /
OFFICE**

Proposed by Records Officer
Seconded by the FAI Delegate
Carried unanimously

**TC836/10/15 (10 a) To receive FAI/CIAM Technical Experts List
recommendations from Technical Committees & RCP
Specialist Bodies.**

Control Line

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

F2B – Mervyn Jones / Barry Robinson

F2C – Chris Barker / Derek Heaton / Bernard Langworth

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

Cont'd/... Price

Tech
Experts
cont'd/...

R/CP Specialist Bodies

F3D & F5D – Geb Jones
F3C – Stephen Roberts
F3A, F3P – Matt Hoyland
F3M – Barry White

Silent Flight

F3 Soaring – Clive Needham
F5J, F5B – Mike Proctor FSMAE
F5F– George Shering

Free Flight

F1 – Ian Kaynes FSMAE
Indoor – Mike Colling FSMAE
Space – Nigel Bathe

Scale

F4 – Chris Allen
Graham Kennedy
Andy Sephton

10 b) To receive the FAI Delegate's recommendation for the FAI/CIAM Education Sub-committee.

FAI Delegate recommended Mike Colling FSMAE.

TC837/10/15 (11) To receive FAI/CIAM Judges List recommendations from Technical Committees & RCP Specialist Bodies.

Control Line

F2A – D Brewin / Peter Halman FSMAE / Jo Halman FSMAE
F2B – John Bonner / Roger Ladds
F2C – Mike Crossman / Derek Heaton / Bernard Langworth / Malcolm Ross
F2D – John James / Vernon Hunt / Mervyn Jones / Gordon Price

R/CP Specialist Bodies

F3A, F3P, F3M – Bob Ailles
F3A – Adrian Mansell
F3A, F3P Peter Brett
F3A – Alan Simmonds
F3A – Peter Cappleman
F3C, F3N – Martin Cook
F3C – Kevin Lever
F3C – Jason Markey
F3N – Jason Platts

Scale

F4 – Chris Allen / Andrew Hewitt / Graham Kennedy / Stephen Kessel

Space

Stuart Lodge

TC838/10/15 (12) Barkston Heath Bookings 2016.

No information available.

TC839/10/15 (13) To receive a proposal from the Records Officer that we create new UK record classes for Multirotor models.

The Records Officer introduced the following proposal and provided some background information.

The proposal is that we create new UK record classes for Multirotor models in the following classes

- 1) Duration
- 2) Distance in a straight line
- 3) Speed in a straight line
- 4) Distance in a closed circuit
- 5) Speed in a closed circuit
- 6) Distance goal and return
- 7) Altitude Gain**

The FAI have been contacted for guidance on record classes they may be creating for the category and there are no plans for any classes until at least 2017.

The proposal is based on the following:

- A weight limit of ~~40kg~~ **6kg** (based on comparative classes)
- No limit on motor numbers
- No limit on the number of cells used. **Maximum voltage of 36 volts**
- Operation of the multirotor to be within ANO CAP 658
- No first person view allowed for the record attempt
- **BOM rule does not apply**

A few alterations were made as indicated above (Strikethrough = Deletions; Bold/underline = additions).

The proposal to create a new UK Multirotor Record Class was approved in principle, including the above modifications, for inclusion in the Records List publication for 2016.

Seconded by the FAI Delegate

Vote: For: 11
Ags: 0
Abs: 1

Carried by a majority vote.

The Records Officer, in conjunction with the Competition Secretary and the Technical Secretary were tasked with formulating a set of rules for the new UK Multirotor Record Class and produce a first draft for circulation to Technical members for comment, prior to submitting a full proposal to Full Council for ratification.

**RECORDS
OFFICER/ COMP
SEC / TECH SEC**

TC840/10/15 (14) To receive reports on the following:

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

******* Free Flight - WRITTEN REPORT (APPENDIX B)**

Control Line – verbal report

There are a couple of unfinished competitions which are scheduled to take place tomorrow.

A couple of incidents that occurred at the Power Nationals involving members of the Control Line fraternity were briefly reported on at Full Council in September. There have been some investigations within CLTC in relation to these incidents and this will be reported to the CEO in due course.

Indoor – verbal report

The Indoor Nationals were held for the first time at Brabazon Hangar, Filton and all went very well. The building is a phenomenal size and therefore capable of holding all competitions at the same time at two different parts of the hangar.

Entries were slightly down this year. It is interesting to note that location does have a bearing as there were a few people who didn't attend who live in the North of the country and a few who came that hadn't been before and live in the South of the country.

The organisers at the museum were very happy with the competition being held there and were even pleased to show guests around. The lease expires in 2020.

Silent Flight – verbal report

The Silent Flight Nationals were held at Wetlands. All eight classes were held and the competition went very well. It was necessary to reschedule one of the classes due to the weather conditions and this was flown three weeks later.

GBRCAA – verbal report

Everything went very well and no problems reported.

IMAC – verbal report

They had two good days of flying and all in all it was very successful. Separation distances and crossing points could be improved and this was raised at the recent annual Safety Meeting.

Scale – verbal report

Despite the dreadful weather on the Monday, all classes were flown. The Scale rep was pleased to report that there were no incursions reported. There will be some changes to the Scale rules next year.

b) Report from the Power Nationals Co-ordinator.

There was no report.

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

1-2-3 results proved difficult to obtain from CDs this year and this issue will have to be addressed for next year.

The Competition Secretary expressed dismay that we are still awaiting full results on the website for the following:
Indoor Duration; Power Nationals R/C Aerobatics, Pylon, IMAC and Scale and Silent Flight Nationals.

There are reporting procedures and timelines for supplying results, guidance for which can be found in the General Rule Book.

The Competition Secretary asked Delegates to report back to their respective Results Officer as they have the necessary passwords to log on and update results on the website.

A separate page is required on the website for uploading results for Space Modelling. The Competition Secretary will speak to the webmaster.

IMAC were unaware that they should appoint a Results Officer but will look in to it.

DELEGATES

COMP SEC

TC841/10/15 (15) To receive any reports from Technical Committees.

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

The report mentions Scale TC disappointment with regard to the lack of interest shown by the scale helicopter community since Scale TC took responsibility for them.

The Competition Secretary recommended that Scale do not run Scale Helicopter at next year's championships or until further notice.

The Records Officer also expressed his dissatisfaction that Scale Helicopter own their own trophy which has not been awarded for the past two or three years.

Control Line – verbal report

CLTC recently held a meeting. Congratulations to the F2A Team at the recent European Championships – Individual places 1st, 4th and 7th plus Team Gold and Individual Gold for Paul Eisner.

Cont'd/...

It will be necessary to reschedule some competitions due to the early date of the 2016 Control Line World Championships, being held in Perth, Australia. The Technical Secretary will be receiving a number of rule changes for Control Line.

Tec Com
Reps
Cont'd/...

Indoor – verbal report

The British Team didn't do as well as hoped at the European Championships this year. However the competitor they have been mentoring over the last two years did very well.

There are no changes to the Indoor Technical Committee Officers for the forthcoming year. Planning is in progress for events at Manchester Velodrome.

Silent Flight – verbal report

It has been a year of two halves so far, the first half not very good and the second half very good.

The UK F5J World Cup went very well. There were forty-six entries and a UK winner. The competition will be hosted in the UK again next year in July. There is a competition at the end of October which is the last for this season.

GBRCAA – WRITTEN REPORT (APPENDIX D)

IMAC – verbal report

They held their AGM on October 3rd. There have been mostly new members appointed to the Committee with the exception of two.

At the AGM they agreed changes to the Constitution. They have appointed a new Webmaster and Secretary. There has been a major refresh and update of their website. The IMAC rep is currently working on the next article for BMFA News.

Free Flight – WRITTEN REPORT (APPENDIX E)

There are no changes to the Committee for the coming year. The rules are sorted and the 2016 calendar completed.

Arrangements are in place to hold a Free Flight Open Forum at the end of January 2016 at Husbands Bosworth. Planning for the 2016 Free Flight Nationals is progressing.

The Military at Salisbury Plain are stepping up on requirements but negotiations are underway to get things sorted.

TC842/10/15 (16) To receive a report from the Comp Secretary

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

Cont'd/...

The Competition Secretary advised that she had three applications so far: Two for Free Flight and one for F3A. She is expecting applications from F5J, F3J, F5B, F2 and F3C subject to confirmation of venue. A firm bid has been submitted for F3D Pylon WCh and a tentative bid for F3F Slope Soaring for 2018.

Comp
Sec Rep
cont'd/...

The Competition Secretary reported that for the first time for some years the BMFA had sent an F1 Junior team to the F1 ABP Junior European Championships. Although this was a one-man team, Joseph Gibbs competed in F1A (Glider) and placed 26th out of 39 competitors in his first Championship.

There were GBR medal successes in only two categories at FAI Championships this year:

Free Flight Power and F2A CL Speed.

F1C (FF Power) World Championships

Team Bronze: John Cuthbert, Ken Faux and Mick Lester

F2A (CL Speed) European Championships:

Individual Gold:

Paul Eisner, European Champion with a speed of 302.1 kph using a "Halman Special" engine.

Team Gold:

Paul Eisner, Ken Morrissey and Peter Halman, all using "Halman Special" engines.

The Competition Secretary attended the 2015 F2 World Cup and the European Championships as FAI Jury President.

We sent teams to twelve FAI Championships with mixed successes.

Paul Eisner, GBR, won the Pazardzhik F2A World Cup with a speed of 303.2 kph.

At the Dutch Grand Prix F2A World Cup Paul won with 303.3 kph and Peter Halman was second with 297.1 kph. Both were using "Halman Special" engines.

Nine FAI World Cup competitions were scheduled for 2015 in the UK:

two Free Flight – which will both take place in two weeks time;
two F3F (RC Slope Soaring) – with the Welsh Open EuroTour taking place this weekend;

one F3A (RC Aerobatics);

one F3K (RC Hand Launched Gliders);

one F3J (Thermal Duration);

one F5B (RC Electric Motor Glider);

one F5J (RC Electric Thermal Duration).

The Competition Secretary was unable to attend the Power Nationals as it clashed with the F2 European Championships.

There had been one protest in F5D at the Power Nationals.

That protest was upheld but the two penalised competitors submitted a post-competition "appeal" against the outcome of the first protest. In accordance with the procedure in the BMFA General Rules, the Competition Secretary has concluded that it is not necessary for this "appeal" to be deliberated by the

Cont'd/...

Technical Council.

Comp
Sec Rep
cont'd/...

She has instituted an FAI Championships results page on the BMFA website and this will soon be populated with the 2015 Championship results. Previous years' Championship results will be added as and when she has time to upload them. This way at least the BMFA has an archive for Championships results – something that the FAI has never managed to achieve with its website.

She reported that the Power and the Silent Flight National Championship fillable pdf entry forms and Camping forms were a great success and she hopes to apply fillable pdfs to all the other National Championships from next year. On behalf of the Chairman of the Awards Committee, she he had also designed and generated a fillable pdf for Awards Nominations.

TC843/10/15 (17) To receive any reports from Council, Sub-committees or Elected Officers.

Technical Secretary – verbal report

He is in the process of rewriting the Members Handbook and is about a third of the way through it. He welcomed any comments and input anyone might have on relevant aspects of the book, mainly safety and general flying.

FAI Delegate - WRITTEN REPORT (APPENDIX F)

Records Officer – verbal report

He made a plea to let him have any outstanding results for trophy winners as soon as possible. He is mainly waiting for Free Flight, Control Line and Indoor.

He is undertaking a full review of the Association's trophy collection. Some will require refurbishing and repairs. He is also considering reallocation of certain trophies.

TC844/10/15 (18) To receive the list of nominations that the Competition Secretary has submitted to the BMFA Chairman for re-representation of International Awards at the BMFA annual prizegiving dinner.

These are:

F1C Team Bronze
F2A Individual Gold
F2A Team Gold

TC845/10/15 (19) To receive dates of the 2016 Technical Council Meetings.

1st Technical Council – Saturday 19th March 2016
2nd Technical Council – Saturday 22nd October 2016

TC 846/10/15 (20) Any Other Business

i) From David Varrallo, Chairman of Technical Council.

Discussion document, changes/additions to the General Rules (Appended in full on the Agenda).

Several changes emanated from discussion. The Technical Secretary and Competition Secretary will work on a revised document which will incorporate the changes. The amended document will be appended to these minutes.

Proposed by Tech Secretary

Seconded by CLTC

Carried unanimously

(APPENDIX G)

ii) From the Competition Secretary

There is currently in the rules nowhere that defines the viability and validity of the number of people flying in a contest. The Competition Secretary believes this is something that should be addressed.

The discussion that followed gave rise to an anomaly that has not previously been picked up on. On numerous occasions IMAC and GBRCAA have allowed competitions at the Nationals to proceed with a single competitor.

General consensus was that this should not be allowed, however if IMAC and GBRCAA wish to continue with this practice, the competitor will not be awarded National Champion status. There is no objection however to the competitor receiving a certificate but it must be provided by the relevant body. The printed results in BMFA News magazine will list the competitor's name with a note that there was only one entrant.

**COMP SEC /
RECORDS
OFFICER**

GBRCAA were quite amenable to this arrangement, however IMAC were not.

It was proposed that:

A BMFA Competition is only valid if there are a minimum of two competitors taking part. (Rule to be written conjointly by Competition Secretary and Technical Secretary).

**COMP SEC/
TECH SEC**

Proposed by Competition Secretary

Seconded by CLTC

Vote: For: 11

Ags: 1

Abs: 0

Carried by majority vote

TC847/10/15 (21) Date of next meeting.

The next meeting will take place on
Saturday 19th March 2016

The Chairman closed the meeting at 4.49pm.

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.

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM**

Hard copy proposals are no longer necessary.

*Submit the proposal via the automatic submission process
using the following web address copied into your web browser:*

<http://www.fai.org/ciam-documents/31653-submission-of-proposals>

Date: 31-10-15
Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers Required:

Overall Votes Cast: or: Inst:

Sporting Code Volume: F2 Control Line Model Aircraft
Heading of section: n/a
Class: F2G
Number & heading of the paragraph: 4.K.2 Characteristics of an Electric Speed Model Aircraft
Page number if appropriate:

This proposal is a:

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

mark the boxes with ✕ as appropriate

Type the instruction in the space below:

Modify paragraph 4.K.2 as follows and add a new paragraph f).

4.K.2 Characteristics of an Electric Speed Model Aircraft

- a) Maximum voltage of power supply 42 volts off load.
- b) Minimum total projected area 5 dm².
- c) Maximum loading 100g/dm².
- d) Maximum weight 600 g. **(Note; this weight shall be checked at random after flights, see 4.K.17 d))**
- e) The model aircraft must take off from the ground.
- g) A radio control system may be used to control the electric motor in accordance with ABR 1.3.2 c).
- e) A person other than the pilot may operate this system. **A person other than the pilot may control the starting and shutdown of the electric motor. If the pilot controls the shutdown of the electric motor he must maintain control of the electric motor until the aircraft power system has been made safe by an assistant. Between initial motor start and final shut off, the pilot may control the power of the motor.**
- f) **The pilot must make the motor power system live (The pilot must connect the motor power battery to the ESC whilst preparing the model for flight inside the flying circle).**

Type the reasons in the space below:

Reason: Safety. This proposal ensures that the motor is under control at all times, without giving a speed advantage to the pilot.

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

None.

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM**

Hard copy proposals are no longer necessary.

*Submit the proposal via the automatic submission process
using the following web address copied into your web browser:*

<http://www.fai.org/ciam-documents/31653-submission-of-proposals>

Date: 31-10-15

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers

Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F2 Control Line Model Aircraft

Heading of section: n/a

Class: F2G

Number & heading of the paragraph: 4.K.4 Length of Course

Page number if appropriate:

This proposal is a:

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

mark the boxes with ✕ as appropriate

Type the instruction in the space below:

Amend paragraph b) as follows:

4.K.4. Length of Course

- a) The measured distance covered by the model aircraft must be at least one kilometre.
- b) The radius of the flight circle must be ~~15.92 m (10 laps = 1 km).~~ **17.69 m (9 laps = 1 km).**

Type the reasons in the space below:

Reason, speeds have now increased to a point where it is prudent to reduce the centrifugal force and the speed of rotation.

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

None

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM**

Hard copy proposals are no longer necessary.

*Submit the proposal via the automatic submission process
using the following web address copied into your web browser:*

<http://www.fai.org/ciam-documents/31653-submission-of-proposals>

Date: 31-10-16

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers

Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F2 Control Line Model Aircraft

Heading of section: n/a

Class: F2G

Number & heading of the paragraph: 4.K.17 Individual Classification

Page number if appropriate:

This proposal is a:

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

mark the boxes with ✕ as appropriate

Type the instruction in the space below:

Add new paragraph d) to 4.K.17 as follows:.

4.K.17. Individual Classification

- a) The best speed attained during the three flights is used for classification. In case of a tie, to separate the fliers, the second best speed, and if still a tie, the third best speed is used.
- b) The first three positions are subject to rechecking of the declared model aircraft characteristics.
- d) The weight of the models shall be randomly checked throughout the competition at the end of a competitor's flight.**

Type the reasons in the space below:

Reason: Model weight is critical. Just a few more grams of battery weight can add significant amount of extra power.

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

None.

**FEDERATION AERONAUTIQUE INTERNATIONALE
AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM**

Hard copy proposals are no longer necessary.

*Submit the proposal via the automatic submission process
using the following web address copied into your web browser:*

<http://www.fai.org/ciam-documents/31653-submission-of-proposals>

Date: 31-10-15

Proposal submitted by: GBR

For proposals from Subcommittees: Voting Numbers

Required:

Overall Votes Cast: For: Against:

Sporting Code Volume: F2 Control Line Model Aircraft.

Heading of section: n/a

Class: F2C

Number & heading of the paragraph: 4.3.11 International Team Classification

Page number if appropriate: 45

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 ✕ as appropriate

Type the instruction in the space below:

Amend paragraph 4.3.11 as follows:

4.3.11. International Team Classification

International team classification is established by adding the numerical position **three best individual race times achieved by each National team.** achieved by each individual team. ~~The team with the lowest total is ranked first, etc. with complete three team teams ahead of two team teams which in turn are ranked ahead of single team entries. In case of a team tie, The National team with the lowest total is ranked first, with **teams with three race times ranked ahead of teams with two race times which in turn are ranked ahead of teams with one race time.** In case of a team tie, the best individual placing time decides.~~

Type the reasons in the space below:

- 1) Team racing is an event that is determined solely by the stopwatch, therefore it is the most appropriate method of calculating the international team classification results.
- 2) It reduces the possibility that ties will occur.
- 3) It prevents the anomaly where a national team can score a high placing even though one of its teams has failed to achieve a timed result in any of its races.

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

None.

**Free Flight Technical Committee report
For Technical Council 17/10/15**

Rules

Changes for 2016 have been completed. Nothing major, just simple refinements in process and procedures

FFTC 2016

No changes to names on the FFTC for 2016.

- Mike Woodhouse – 2 years
- Chris Strachan – 2 years
- John Carter - 1 year
- Ken Faux – 2 years
- Phil Ball – 1 years
- Trevor Grey – 1 years

Contest Calendar 2016

Draft calendar produced. Detailed event planning is now in discussion.

The future of free flight

A meeting has been tabled for 31/0116 at Husbands Bosworth. The session is in the early stages of planning. Leading up to this experimental meetings were held during 2015.

Free Flight Nationals 2015

A specific report has been tabled. Since the report was produced the reported loss is likely to reduce from £1267 to £299, an overcharge for diesel (£368) and Sponsorship (£600).

Free Flight Nationals 2016

Planning has commenced. There will be a need to make certain increases in charges. We have to ensure that any increases are borne fairly across those attending.

World Cups 2016

The practice adopted in the past two years of both events on the same weekend has proved a success. The events have thus been tabled for September 2016

Salisbury Plain

The issues encountered early in 2015 now seem to have been sorted. The site is now being managed through new procedures that have been approved by the military authorities.

Teams 2015

The F1A/B/C team for 2015 in Mongolia took overall third place
For the first time in a number of years we had an entry in the Junior F1 Championships

Teams 2016

The F1A/B/C team has been selected

- F1A Phil Ball, John Williams, Richard Jack
- F1B Pete Brown, Russell Peers, Peter Martin
- F1C Ken Faux, Alan Jack, Mick Lester

Adverts for managers for free flight and space teams have been placed.

Web site

The FFTC are working with Andy Symons to make the BMFA web site more reflective of free flight activities.

Michael J. Woodhouse 14/10/15

Scale Report October 2015

The 2015 season opened as usual with the scale indoor free flight nationals, this year the event was held at a new venue in the Wolverhampton University sports centre at Walsall. The new venue proved to be popular in several areas with competitors and spectators alike with the flyers pits area and all of the static judging in the same part of the hall. This year Andy Sephton stands down from indoor organiser after several years and having successfully introduced the Indoor R/C Nationals. The responsibility for indoor events will now be undertaken by John Minchell and Graham Banham.

Arranging venues for our Sunday R/C contests presented a few problems after the loss of RAF Barkston Heath in June and difficulties with the risk assessment for one military establishment. However the STC is most grateful to a number of clubs who have welcomed us to their flying sites and to their members for giving up a flying day. A few contests were affected adversely by the weather rain and high winds being the main problem although one competition had to be cancelled owing to lack of entrants. The year ended with the power nationals at RAF Barkton Heath where again the weather had the last word as rain wiped out all flying on the Monday but enough had been achieved to establish a result in all classes. Entries this year have been down on previous years in both free flight and R/C and the reason for this is unclear.

We have been disappointed by the complete lack of interest shown by the scale helicopter community since the STC took responsibility for them, although they appointed a representative to the STC no-one has attended a meeting in the past two years. We are ready to embrace their needs, rules and a judges guide has been prepared but the next move has to be theirs.

A team trials was held in September at RAF Dishforth and a team has been established. Unfortunately there is some doubt surrounding the proposed world championships in Romania scheduled for August 2016 and, although the chairman of the CIAM scale committee has approved the site, entry levels are expected to be low putting a question mark against the financial viability of the event. Additionally the proposed dates clash with the August Bank Holiday weekend which will not only take away competitors but also key people, acting in official roles, from the Power Nationals

Robin I Gowler FSMAE

Scale delegate

**Great Britain Radio Control Aerobatic Association report to BMFA Technical Council.
October 2015**

In accordance with the BMFA Specialist Body guidelines we have held at least the minimum number of Team Selection competitions in both F3P and F3A to the full FAI Rules in the current Sporting Code. Our committee have met as required and our AGM will be in November. The information in our organisation is completely open to all and competition entries, competition and league results, including the BMFA web site, electronic competition payment and membership payments has been conducted on line for the last two years are all available at gbrcaa.org .

The GBR team we will recommend for the F3A European Championships 2016 is. Listed in qualifying order.

Matt Hoyland – 30848.

Steve Underwood – 82057.

Kevin Caton – 72281.

Reserve Gerhard Fehringer - 121157.

(Adrian Mansell - 138211 placed third in the results was unable to take up his place this year).

Our secretary will send the FAI judges and Technical Experts information separately.

F3P Three Team Selection events were held in the North Midlands which included the BMFA Electric Indoor Masters. Several other practice and domestic league competitions are offered to any BMFA member interested in flying F3P to allow them to progress through the GBR/CAA league system to eventually compete at international level.

All other indoor flying sessions not organised by the GBR/CAA are unsuitable for F3P practice as a F3P pilot needs to fly hundreds of schedules in a hall which is available for solo flying. The cost of hiring venues for practice is huge for the dedicated pilot. Our 'official' practice and competitions are held between end of October to the middle of March.

I know that our team members were very appreciative of the financial help from the BMFA and the GBR/CAA who matched the Team Travel payment made by the BMFA.

The qualifiers for a Team Place for 2015 were Steve Schafer and Paul Wilcockson, (Matt Hoyland withdrew from the team due to his dedication to F3A). The team competed at the World Championships in Poland (14th to 21st March) with Team Manager Jo Halman. FSMAE.

Steve Schafer placed 34th with Paul Wilcockson 53rd. Team ranking is such that three member teams will always rank higher than two member teams. GBR Team placed 16th.

F3A We held four Team Selection competitions hosted by model flying clubs around the country. Our team competed at the World Championships in Switzerland held between the 6th and 16th August. Matt Hoyland (placed 38th), Keith Jackson (61st) and Kevin Caton (57th). GBR Team placed 13th. There were 101 competitors from 35 Countries. I would like to thank our Competition Secretary for her continued help and pass on the appreciation of the team for the financial help received. Again the GBR/CAA matched the BMFA payment for team travel.

To prepare F3A pilots for Team Selection in addition to the 4 team selection competitions, we held:

Our 3 day UK FAI World Cup league competition.

7 GBR/CCAA Domestic League competitions,
GBR/CAA Championships
BMFA National Championships.
End of season competition to introduce pilots to the new FAI schedules for 2016/17.

We encourage pilots to compete at our own World Cup League event (we have held one each year for the last 5 years with 33 pilots from 9 countries competing this year. This event leaves the GBR/CAA with a deficit in the region of £2000 to £3000 to each year) and at World Cup league events in Belgium, Holland and France to gain experience of International competition.

We also hold a 'Home International' An invitational team competition for England, Ireland and Scotland each year to give pilots a 'soft' introduction to international competition. Scotland hosted the event this year and Ireland will host the competition in 2016. It will return to England in 2017.

To encourage new pilots to F3A we held 1 New Pilots Open Day. Nine pilots new to F3A aerobatics flew at the event and two of those have competed in our 2015 league. (A second NPOD had to be cancelled through events outside our control).

Over the last two or three years we have lost the use of five venues (Barkston Heath, Wittering, Cottesmore and two club venues) due to new restrictions. This is making it more difficult to organise competitions.

BMFA Contest Rules.

I would like to thank the Technical Secretary and the Competition Secretary for their help last year to bring our Contest Rules up to date. I will provide the updates to the document following our AGM.

However I request that the accepted terminology which is used by the GBR/CAA and FAI is accepted and used in the BMFA Contest Rule Book.

In way of explanation. We fly aerobatic manoeuvres in aerobatic schedules with aerobatic aircraft. We attend the FAI World and European Championship for Aerobatic Powered Aircraft.

Aerobatics with an 'S' is a generic term used for all aerobatic aircraft and more specifically for free style aerobatics. Freestyle Aerobatics is not something flown by the GBR/CAA either in F3A or F3P league or in International competitions.

It was also agreed that we would not repeat in the BMFA Contest Rules those from the FAI Sporting Code providing there is clear reference to the original document. There was some misunderstanding last year when I thought this would be done by the Technical Secretary. I will identify the remaining rules which appear in the Sporting Code this year.

FAI Sporting Code changes F3A.

We still have the outstanding matter of the proposal to introduce a specification of the sound meter used in model processing at European and World Championships. We want to specify a Class 2 type certificated meter as being adequate for use in model processing of F3A models. This was omitted from proceedings in 2015.

2015 FREE FLIGHT NATIONALS REPORT Phil Ball Nationals Co-ordinator

PLANNING

The tried and trusted formula was again used during the planning of this year's Nationals; the multipoint plan was followed and again seemed to successfully cover all aspects of the event.

At the RAF Liaison meeting at Barkston it was stressed that the future use of the venue and especially the upcoming August Nationals depended on a trouble free FF Nats, this was to have a profound effect on Sundays Events when Flying was suspended at the request of one of the adjacent landowners gamekeeper to protect nesting birds.

Pre Nationals Farmer Liaison was carried out by local man Walter Hodkinson, all farmers were happy with the usual request for flyers to carefully enter their land to retrieve stray models, the problem with the nesting birds was resolved and had arisen due to the farmer not briefing his gamekeeper before the event.

Weather

As usual the success of the event rests on the weather; this year was no exception and overall was acceptable although Sunday was a little too windy for many of the flyers.

Monday had by far the best day with very light wind and almost perfect conditions for the fly offs

Competitions

Each days contest was run by a contest director with the backing of two members of the FFTC, participation levels were good with over 400 scores over the 3 days although Sundays fly offs did not take place due the previously mentioned nesting bird problems.

This resulted in several events having multiple contestants tying for first place; all will receive a first place medal although it will not be possible for the trophies to be presented. Some great individual performances took place notably in the Classic and Vintage categories

Finances

This year's Nationals had a modified entry fee structure to ensure that fees were fair and the many sport flyers contributed to the overall cost of the Nationals.

Overall pre-entries and camping income was down on 2014s figures and expenditure increased significantly, the main increases were the licence, the cost of a marquee due to the hanger not being available and the cost of toilets which almost doubled.

A simple analysis between 2014 and 2015 is as follows:-

	2104	2015
Income	£10,154	£9660
Expenditure	£7316	£10928
Profit/ Loss	Profit £2838	Loss £1267 (waiting sponsorship of £600 from ADH)

Detail of main cost increases

	2014	2015
Licence	£1630	£2795
Toilets	£1610	£3347
Marquee	0	£925
Totals	£3240	£7067 (2015 costs up £3827)

The 2015 Nationals was overall a success but was marred by the need to cancel fly offs on the Sunday, we had contacted the landowners and received permission to retrieve stray models, the fact that one land owner did not brief his staff was out of our control.

The loss of £1267 will be reduced to £667 when the sponsorship monies are received from ADH.

Phil Ball 11/09/2015

Report to Technical Council from the FAI Delegate 16th October 2015

I attended the CIAM Plenary meeting in April and a full report was submitted to the May Council meeting. I can also report that the Minutes of the April Bureau and Plenary meetings have now been published and they are now available from the FAI CIAM website.

The period since the May Council meeting has been relatively quiet for the FAI delegate, but I have been extremely busy with work for the the WAG.

The 2015 World Air Games will be held in Dubai in December this year, there will be UK competitors in three of the four classes which will be flown, Duncan Osborn in F2N, Steve Shaffer in F3P and Ben Jones in F3T. Although selected Mike Willance was unable to accept his invitation to fly in F2D.

I am very pleased to say that there are potentially two World Championships coming to the UK, F3D in 2017 and F3F in 2018.

P Halman FSMAE
FAI Delegate
17th October 2015.

Protests and Appeals

- (a) It is the right of a competitor to protest against any decision by a Contest Director (**CD**). Any such protest, however, must be made officially to the CD, and must be made on the day. The protests and appeals procedure to be followed at the contest is also set out in the General Rules section of each of the Competition Rule Books. ~~and may vary in detail between disciplines.~~
- (b) If not satisfied with the CD's decision the competitor must, on the day, hand the CD the protest in writing, together with a fee of double the standard entry fee. The CD will then immediately empanel three appropriate persons to deal with the protest.**
- (c) The panel's decision is final, subject to the right of the competitor who submitted the protest to appeal to the BMFA Council.**
- (d) Appeals to Council about a decision made at a contest must be made as follows:**
- (i) Notification that an appeal is pending must be sent to the BMFA Competition Secretary to arrive not later than two weeks from the date of the competition.**
- (ii) The appeal itself, together with any supporting evidence, must be sent to the BMFA Competition Secretary to arrive not later than two months from the date of the event.**
- (e) Protests made to Council after the contest may only be made direct to the BMFA Competition Secretary who, after considering the details of the protest, may bring such protests to the attention of BMFA Technical Council. Notification of an "after the contest" protest must be made to the Competition Secretary within 7 days of the competition and the protest and evidence submitted not later than two months from the date of the competition.**
- (f) Protests or appeals arising from a decision made by a Technical Committee on competition related matters may only be made directly to the Competition Secretary and must be accompanied by a £50 fee. The Competition Secretary who will then convene a Panel comprising three Technical Committee Chairmen and not including the Chairman of the Technical Committee concerned. This Panel, plus the Competition Secretary, will study the appeal and examine the reasons for the Technical Committee's decision. ~~The Panel should base its findings on the rules in force at the time and whether the rules had been correctly applied or not.~~**
- (g) If the protest or appeal is not upheld, then the appellant(s) must be informed of the reasons for the decision. This ~~proposed~~ procedure does not preclude an appellant(s) taking a failed protest or appeal to the BMFA Full Council.**
- (h) If the written protest or appeal is upheld, the protest fee will be returned, however if the protest or appeal is unsuccessful the fee will be allocated to the team travel fund of the relevant discipline..**