

# **SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.**

(T/A British Model Flying Association)

Minutes of the Area Council Meeting held on the 6<sup>th</sup> October 2007 at 11am at Chacksfield House, 31 St Andrews Road, Leicester LE2 8RE.

Provisional until confirmed at the next Area Council Meeting.

## **PRESENT**

Graham Lynn MBE	Meeting Chairman
Nigel Barker	East Anglia Area Delegate
Keith Barker	East Anglia Area Chairman <b>Alternate</b>
Terry Rounce	London Area Chairman/ASRC Chairman
Martin Dilly FSMAE	London Area Delegate
George Maynard	Midland Area Delegate & Chairman
John Thompson	Northern Area Chairman
Gordon Warburton FSMAE	Northern Area Delegate
Tom Jones	North East Area Chairman
Allan Weighell FSMAE	North East Area Delegate
David Lloyd-Jones	North West Area Delegate
Peter Spurway	South Midland Area Delegate
	Alternate/Power & SF AS Controller
Ian Menage	South <b>East</b> Area Chairman Alternate
Keith Miller FSMAE	South East Area Delegate
Stuart Simpson	Southern Area Delegate
John Harris	Western Area Chairman Alternate
Phil Durant	Western Area Delegate
Mike Chignell	South West Area Delegate
Frank Buttery	South West Area Chairman Alternate
Howard Menary FSMAE	Northern Ireland Area <b>Chairman</b>
Mike Colling FSMAE	Northern Ireland Area <b>Delegate Alt</b>
	Alternate/Education Co-ordinator
Mick Evans	RAFMAA Area Chairman

### **In Attendance**

Linda Harding

Minute Taker / Office Manager

### **Visitor**

James Smith

Exeter Model Club

## **AGENDA**

- 1 Apologies for Absence.
- 2 Request for Permission to be Absent.
- 3 Correction and adoption of the Minutes of the Area Council Meeting held on 9<sup>th</sup> June 2007.

- 4 Matters/Actions Arising from the meeting on 9<sup>th</sup> June 2007 that are not included elsewhere on this Agenda.
- 5 To receive reports from the Achievement Scheme Controllers.
  - a) Power
  - b) Silent Flight
- 6 To receive reports from committees or co-ordinators related to the business of this meeting.
  - a) Achievement Scheme Review Committee
  - b) Flight Challenge
  - c) Education
- 7 To receive reports from Area Committees. (Please ensure your Area prepares a maximum of 1 x A4 page synopsis of your report for the meeting. Photocopying facilities are available at Chacksfield House if required.)
- 8 To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.
- 9 To confirm dates of Areas Council meetings 2008.
- 10 Any Other Business.

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## MINUTES

### A953/10/07 (1) Apologies for absence.

Apologies were received from the following:

Stuart Marsden, PRO  
Chris Bromley FSMAE, North West Area Chairman  
Peter Christy, South Midland Area Delegate  
Bob Cutter, South East Area Chairman  
Paul Bellingham, RAFMAA Area Delegate  
Elton Drew FSMAE, Western Area Chairman  
Robin Jones FSMAE, Mid West Area Delegate  
Roger Bellingham, South Midland Area Chairman

Areas Council conveyed their best wishes to Chris Bromley for a speedy recovery.

### A954/10/07 (2) Request for permission to be absent.

Permission was granted to the following:

Manny Williamson, Development Officer.

At this point in the meeting Nigel Barker, East Anglia Area Delegate was appointed Vice-Chairman of the meeting.

**A955/10/07 (3) Correction and adoption of the Minutes of the Area Council Meeting held on 9<sup>th</sup> June 2007.**

**Page 3**

- **Top of page** - Robin Jones FSMAE Mid-West Area Delegate, not Western Area.

**Page 8**

- **Third paragraph, fifth line** - Change "snot" to "not".

**Page 9**

- **Bottom of page, item 7c) Review of Area Council working practices** - Add bullet point "East Anglia raised the idea of encouraging new volunteers into Area posts, by limiting the number of terms anyone could serve unless unopposed. Concern was raised that unsuitable applicants might displace time-served experts."

**Page 11**

- **Third paragraph from the bottom, second line** - Change "is" to "it".

**South East Area proposed that the Minutes of the Areas Council Meeting held on 9<sup>th</sup> June 2007 be accepted as a true record of that meeting.**

Seconded by North East Area.

Vote: For: 17

Ags: 0

Abs: 5

Carried by a majority vote.

**A956/10/07 (4) Matters/Actions Arising from the meeting on 9<sup>th</sup> June 2007 that are not included elsewhere on this Agenda.**

**ACTION / NOTES**

**Page 3**

- **A949/06/07 Matters Arising, heading "Page 4", audio edition of Members Handbook** - Chairman advised that he did speak with the Tech Sec regarding the provision of audio Members Handbook but Tech Sec has been incapacitated for some time due to health problems.

Chairman said if there is going to be a cost associated with producing something he would prefer it to be discussed at the next Executive meeting. It was reported at the last meeting that some of the free packages are not suitable and if we are going to do something it should be done properly.

East Anglia Area Delegate commented that it is more a matter of having the method of producing this in place, in case we were asked for it again.

East Anglia Area Alternate Chairman suggested we contacted the Partially Sighted Association, to ascertain what packages are available. Chairman said this was a good idea and tasked East Anglia Area Delegate to look into it.

**EAST ANGLIA  
AREA  
DELEGATES**

#### **Page 4**

**- Fourth paragraph, heading "Page 5", publication of contest dates in BMFA News** - Northern Area Delegate raised a concern that there was still a gap in the dates between the last two issues of BMFA News.

Chairman advised that the most important criteria, which was followed in the latest issue, is to make sure when the publication came out that it was from the date people would be reading it. He does not think it was ever the intention that everything would fit over between issues.

Northern Area Delegate said he thought it was important we do not have any gaps between issues. Chairman said it was more imperative that the Contest Calendar, which is the formal definitive BMFA document, does not have any gap.

**- Fifth paragraph, promoting model flying to the more mature person** - Northern Area Chairman advised that he had submitted a report to the Development Officer.

Northern Area Chairman said he thought it would be a good idea to place an advert in SAGA magazine; however he had not had very good feedback from his initial contact with SAGA with regard to an article.

Chairman offered to contact the Editor of SAGA to discuss the matter.

**CHAIRMAN**

South West Area Delegate reported that their Area ran a day function specifically for the more mature members of the community. Thirty people attended and they all had a wonderful day.

Northern Area Chairman advised that he also did a presentation to the local PROBUS (Professional Business) Club, which was very well received.

**- Sixth paragraph, Council Member's website material** - London Area Delegate advised that he is still awaiting information from several Council Members to complete their entries on the BMFA Website.

It was suggested details of the relevant incumbents are provided, otherwise they will be unaware the information they have probably sent, has not been received.

Chairman requested that everyone checks the website to see if they are included, if not to contact London Area Delegate.

**ALL**

#### **Page 5**

**- Third Paragraph, 'Why Compete' booklet** - London Area Chairman asked if copies were made available at the Power Nationals in August. East Anglia Area Delegate confirmed that copies were available and were well received.

London Area Chairman also commented that he thought the Power Nationals Programme was excellent, a sentiment echoed by the meeting.

- **Top of the page, "The Pussycat" new addition to the education kits** - Chairman said he felt it was appropriate that we re-emphasise the commendation of the new kit to Mike Colling FSMAE who produced it, as he was not present at the last meeting.

- **Fifth and eighth paragraph, actions on Development Officer re Toyota advert on Top Gear and contact with BBC as a result of his visit to Namibia** - Development Officer was not present at the meeting to make any comment.

#### **Page 7**

- **Top of the page, Examiner test forms** - Western Area Delegate commented that he had been informed by some of his Area Chief Examiners that they were being issued with the old Examiner forms.

Office Manager advised that all Chief Examiners had been provided with a supply of the new forms initially and subsequently they are replenished with new forms when they send in pass forms.

#### **Page 9**

- **Halfway down the page, item 7b) Midland Area meetings conducted by email** - South West Area Delegate advised that the South West Area have expressed an interest in the idea of conducting electronic meetings and requested a verbal update so that he could report back to the Area AGM in November.

Midland Area Delegate was unable to provide a detailed report other than to say that it is working very well for the Committee and the main advantage is saving on travelling costs. The continuing problem they have is the apathy of their Clubs.

A detailed update on the situation would be provided at the February 2008 meeting, when the two representatives from the Midland Area who instigated the scheme, would be attending. By then Midland Area would have been operating the scheme for a whole year.

Chairman suggested this Committee have the authority to extend the scheme to include South West Area if it so wished.

**North West Area Delegate proposed that we extend the Experiment to allow South West Area to conduct Area Meetings electronically for a trial period under the same terms as the Midland Area.**

Seconded by Northern Ireland Area Delegate  
Carried unanimously.

**SOUTH WEST  
AREA**

South West Area Delegate thanked Council. He was hopeful that his Area would take up the offer. They would introduce it from January 2008 if they agree to go ahead and he would hopefully be able to provide an update at the February 2008 Area Council Meeting.

**- Bottom of page 9 continuing on page 10, item 7c) Review of Area Council working practices** - Chairman said the review of Area Council working practices should be an ongoing item for discussion at Area Council. It should not be minuted every time but it is something we should be reviewing regularly.

Chairman asked for comments on any items discussed during the review at the last meeting.

**Page 10, action for South West Area to test the idea of a youth delegate.**

South West Area Chairman Alternate commented that he took the idea back to his Area. It was very well received and they are working on it.

Concerns were raised as to the practicality of having a youth element within Area Committees. Various viewpoints were covered.

Chairman mooted the idea, which is possibly something the Education Committee could address, to look at the concept of youth and how youth can dovetail into the management side of the Association in the future.

There was some discussion as to what age constitutes a 'youth'. South West Area said he believes it should be under 18's. Education Co-ordinator suggested 25 is a good age.

Chairman explained that there are two aspects to consider emanating from this discussion.

- South West Area is looking into the concept of introducing a youth person onto the South West Area Committee, and advising us how it is going.
- As a body, we could investigate the concept of a role for a 'Youth Committee' within the BMFA, who could look at what young people wanted from the Sport and how they achieved it.

Chairman asked the Education Co-ordinator if he could arrange a meeting with the Education Committee to address this concept.

**EDUCATION  
C'TTEE**

If there is a need in the future to change the Area Constitution to introduce a 'Youth' element then that is something we would have to consider.

Chairman praised South West Area Chairman Alternate for the effort he has contributed so far in promoting the model flyer to youth in the South West Area, and also the South West Area Education Co-ordinator for the work he does.

#### **Page 10**

- **Final paragraph, Flight Challenge** - London Area Delegate asked whether Flight Challenge would be going ahead in 2008, in light of the fact that we have not yet secured any sponsorship.

Unfortunately the Development Officer was not present to answer the question. Chairman said he believed the Development Officer was pursuing sponsorship and a venue.

North West Area Delegate reiterated the point he made at the last meeting that if funding cannot be secured an alternative would be for Schools to run their own competitions, which would greatly reduce funding. This is how the event was started in the beginning by holding local Area eliminations. It worked very well in the North West Area.

Issues were raised with regard to transport problems involving children and the various regulations in place, which make it very difficult to organise.

Chairman advised that we must leave the organising of Flight Challenge in the hands of the Development Officer who will no doubt provide a report in due course. If anyone has any specific ideas he suggests they contact the Development Officer direct.

Today's debate has highlighted the need for an Education meeting. Chairman reiterated and urged Education Co-ordinator to try to organise something as soon as possible.

#### **Page 12**

- **Final paragraph, RAFMAA** - London Area asked RAFMAA Delegate if he had any information with regard to the use of RAF Digby.

RAFMAA Area Chairman advised that all of the aerial sites are currently being taken down. The facility **may** be available for model flying, with the necessary permission from **the Station Commander** and **a** Defence Estates Licence.

#### **Page 13**

- **Third paragraph, Salisbury Plain** - London Area Delegate reported that the Southern Gala arranged at Little Rissington in September had to be cancelled with only three days notice.

Fortunately he was able to arrange for the event to be incorporated with another event on the same day, at Salisbury Plain.

Communications are very good at Salisbury Plain at the moment and hopefully will remain so in the future.

**Page 14**

**- Second paragraph, Hon Secretary report on UAV's -**

Chairman, in his capacity as Hon Secretary reported on his visit to Paris where he gave a presentation at the UAV International Conference.

The organiser of the Conference has set up a small group to look at how they are going to control UAV's up to 150kg. They see the input that he is making on behalf of the BMFA and Europe Air sports as vital to what is the end result of how they can operate.

He will be attending another meeting in Paris in a couple of week's time. Soon after he will be attending a meeting of the Working Group 73 he sits on, on behalf of Europe Air sports, for a three day conference.

They have also set up a small working group, which he also sits on and his aim is to bring the two groups together.

The two meetings should set the seal of what is going to happen over the next two or three years.

The formal statement that has already been issued is that over 85% of all UAV's are going to weigh under 150kg. The majority are commercial civilian UAV's. That is what Working Group 73 was set up for, to allow UAV's to operate in controlled airspace.

What we have managed to do is get Working Group 73 to extend their activity to look at UAV's under 150kg, which may or may not operate in controlled airspace.

The main emphasis in his presentations is that UAV's are not model aircraft, which is now almost universally accepted by the Civil Aviation Authorities.

The task he has been given by Europe Air sports is to look at the introduction of UAV's and advise what effect they will have on sport and recreational flying throughout the twenty-seven nations.

**Page 16**

**- Summary of debate reference website forums and deadline for receipt of discussion documents from Areas -**

Chairman commented that this topic still requires a more thorough airing of views and suggestions, at some point.

This concluded matters arising.

**A957/10/07 (5) To receive reports from the Achievement Scheme Controllers.**

**\*\*\*\*\* Power - WRITTEN REPORT (APPENDIX A)**

PAS Controller had provided a written report and highlighted the following points.

Workshops are going well; he believes the improvements we have seen are very worthwhile. There have also been three 'C' test workshops. We now have a total of sixteen who have actually passed the 'C' test in the UK.

The workshops are gaining momentum. The sticking point is always that some members of some clubs will have to give up their flying for that day. It does seem to create a problem in some cases.

We have had a Chief Examiner who sorted out a test with a club without any recourse to the Area Co-ordinator, which has resulted in a re-test.

Southern Area Delegate said he believed it was a Chief Examiner in the Southern Area who did the aforesaid test. Having spoken with the Chief Examiner he has said that he does not seem to receive any updates on the Achievement Scheme and was unaware of the change in procedure to consult with ASC's when testing candidates.

Office Manager advised that Achievement Scheme updates are published in BMFA News and are produced in the Club Bulletin, which is circulated to all Chief Examiners.

A Fixed Wing Power 'A' test was also carried out by a Club Examiner who is not on the approved list of Examiners held by Council. This will also require a re-test for the unfortunate candidate.

**Silent Flight** - PAS Controller explained that he sees himself more as a caretaker of Silent Flight until such time that someone takes on the role properly. He regards his job as making sure the paperwork is in order.

The figures presented in his written report include Silent Flight, and are very few in numbers, compared to Power.

**A958/10/07 (6) To receive reports from committees or co-ordinators related to the business of this meeting.**

**\*\*\*\*\* a) Achievement Scheme Review Committee (ASRC) - WRITTEN REPORT (APPENDIX B)**

ASRC Chairman highlighted the salient points in his written report.

A GTBA/JMA joint operating code has now been produced, which means ASRC can set the wheels in motion with regard to a 'C' Certificate for Jet fliers.

The workshops have given the ASRC a lot of food for thought, which will probably result in some changes in the future. On a positive note everyone who attends the workshops say they have gained something from it.

In his report he reminds people that it is the jurisdiction of the Clubs to say who examines their members, Examiners from outside the Club may examine if invited by Club officers.

Northern Area Delegate pointed out that the above statement does not appear anywhere in the Members Handbook, but it would be useful if it was.

ASRC Chairman said this is one of many items he needs to discuss with Tech Sec as soon as his health improves.

A point was also raised that Members can obtain an 'A' Certificate at one Club and when he joins another Club, the Club has the prerogative to ask them to do a short test with one of their own Examiners to satisfy them that they comply with Club Rules. All Clubs sites have different local rules and safety rules in place, which is why this is sometimes necessary.

ASRC Chairman continued with his report and pointed out that proposals put before Areas Council become operational immediately, if Council approves the proposal. Notices will be placed in BMFA News of any changes.

Northern Area Delegate's response to this was that he believes it can only be effective as soon as people are informed, and some reasonable time needs to be placed on the overlap.

Chairman pointed out that we are still a paper usage Society and our major means of communication is through the postal system. It is a bonus if we have the facility to publish something on the website.

ASRC recommend that Approved Instructors should be reviewed annually.

As far as the ASRC are concerned, the Development Officer's document (S.M.A.R.T.E.E.) regarding pre take off safety checks makes perfect sense.

ASRC are vigorously pursuing an initiative put forward by Andy Symons, Northern Area to provide log books for all our Examiners.

ASRC still have concerns regarding the Hovering 'M' manoeuvre. Also the Helicopter Standards booklets are somewhat vague in places and this is one of the areas ASRC will be concentrating on.

\*\*\*\*\* The above statement regarding the Hovering 'M' prompted a lengthy debate (**SEE ANNEX N**) and generated the following proposal:

**Northern Area Delegate proposed that the Hovering 'M' is suspended pending an alternative manoeuvre to replace it.**

Seconded by North West Area  
Carried unanimously.

ALL

Chairman charged ASRC with providing an alternative manoeuvre which we can put in place on a temporary basis, and preparing a notification to be circulated to the relevant Chief Examiners/Examiners, to meet a deadline of Friday 12<sup>th</sup> October.

ASRC  
CHAIRMAN

The Office Manager will also arrange for an announcement to be placed on the web site.

OFFICE MGR

ASRC Chairman informed the meeting that he had found a suitable volunteer to fill the Silent Flight Controller vacancy. He asked permission for this Council to co-opt this person on a temporary basis until January Full Council when he would be formally ratified.

**Chairman proposed that Nial Ball is co-opted to the ASRC as Silent Flight Controller on a temporary basis, until formal ratification at January Council.**

Seconded by North West Area Delegate  
Carried unanimously.

ASRC  
OFFICE MGR  
ACCT'S MGR

Chairman thanked Peter Spurway, PAS Controller on behalf of the Association as a whole, for standing in at short notice and taking over the responsibilities of Silent Flight Controller. We are extremely grateful.

\*\*\*\*\* **b) Flight Challenge (SEE WRITTEN REPORT DEVELOPMENT OFFICER - APPENDIX M)**

**c) Education**

Mike Colling FSMAE reported that he has had a very busy year. As far as he is aware the sale of BMFA Education kits this year has exceeded other years. He has attended various shows promoting the Education kits.

Following an offer from the British Aviation Preservation Council (BAPC) Sky-Hi Products and BMFA will be exhibiting at the BAPC 40<sup>th</sup> Anniversary event at Rolls Royce Training Centre in Derby on 27<sup>th</sup>/28<sup>th</sup> October, free of charge.

Representatives from all 120 organisations belonging to the BAPC will be attending.

We will be making a concerted effort in promoting both the BMFA and Education Scheme.

He has also booked a stand at the Association & Science Education (ASE) event in January 2008. It is an annual event and usually coincides with January Full Council Meeting, which is why he is unable to attend. It is also a joint venture with Sky-Hi Products and BMFA.

**A959/10/07 (7) To receive reports from Area Committees.**

**\*\*\*\*\* East Anglia Area - WRITTEN REPORT (APPENDIX C).**

**\*\*\*\*\* Southern Area - WRITTEN REPORT (APPENDIX D).**

Southern Area Delegate drew attention to the report on the Royal Victoria Country Park show with reference to the buddy box flying with a group of disadvantaged children. It was a very interesting and worthwhile experience.

There was one incident however which was quite worrying for a time but no damage done, when a severely mentally disabled child managed to slip parental control and tried to run out onto the flying field whilst a large model helicopter was being displayed in the air. Important lessons were learnt from this.

Southern Area Delegate added that today Southampton Model Club is celebrating their 75<sup>th</sup> Birthday.

**\*\*\*\*\* North East Area - WRITTEN REPORT (APPENDIX E)**

North East Area Delegate advised that this would be his last Area Council Meeting as Area Delegate, after completing twenty years.

He would be offering his services however to the incoming PRO and the Indoor Technical Committee, if they so wish.

North East Area Delegate was applauded.

Chairman, on behalf of this Committee thanked North East Area Delegate for all he had done and said he had made a very significant contribution and would be very sadly missed.

**\*\*\*\*\* Western Area - WRITTEN REPORT (APPENDIX F)**

Western Area Chairman Alternate drew attention to a mention in his report reference Helicopter Up and Away. He had been asked to address this meeting when and how much the new publication might cost.

Chairman said he was unable to comment because he was not aware of the situation regarding the Up and Away.

Western Area Chairman Alternate made reference to the ASRC report at the last meeting which mentioned that Malcolm Messiter had agreed a deal with Traplet to publish the document.

ASRC Chairman advised that if anyone is interested in obtaining a copy it would be best to contact Malcolm Messiter.

Chairman said it had come as a bit of a surprise to him because he had overlooked the report. He said he would read the report and follow up by speaking with the CEO.

**CHAIRMAN**

**South West Area**

South West Area Delegate said he had very little to say as there had been very few activities in the South West Area.

There were two activities that should have taken place, a Slope Soaring event on Lundy Island which was postponed due to bad weather. The other non-event which could possibly have been an enormous benefit was the attendance at the Centenary Jamboree for East Devon. Unfortunately they had to pull out. It would have been unsafe to continue because of the small amount of space they were offered.

One positive activity that continues in South West Area is the Education programme, which is second to none. The major reason is due to the persistence of Frank Buttery, South West Area Chairman Alternate.

\*\*\*\*\* **Midland Area - WRITTEN REPORT (APPENDIX G)**

\*\*\*\*\* **Northern Ireland Area - WRITTEN REPORT (APPENDIX H)**

\*\*\*\*\* **North West Area - WRITTEN REPORT (APPENDIX I)**

North West Area Delegate added that Wroughton are looking to obtain a Lottery Grant to create a Museum out of what is the repository at the Science Museum. There will be a vote in December to decide which of the five contenders for the Lottery Grant is successful. If anyone is interested in voting they could log on to their website <http://www.voteinspired.org.uk:80/>

\*\*\*\*\* **South East Area - WRITTEN REPORT (APPENDIX J)**

South East Area Delegate added that they are trying to organise some model aircraft events in conjunction with the celebration of the Centenary of Full Size Power Flight, which takes place in 2008 and 2009.

\*\*\*\*\* **RAFMAA Area - WRITTEN REPORT (APPENDIX K)**

In addition to the written report RAFMAA Area Chairman added that he would hopefully be attending an Indoor meeting at RAF Digby next week, where he would make further enquiries regarding the use of Digby for aeromodelling.

### **London Area**

London Area Delegate did not have a great deal to report other than everything is trundling along nicely.

### **\*\*\*\*\* Northern Area - WRITTEN REPORT (APPENDIX L)**

Northern Area Chairman reported that they had raised approximately £750 from the event at Castle Howard, to be split between Yorkshire Air Ambulance and the RAF Benevolent Fund.

The main contributor to the event was Andy Symons Northern Area Secretary who did a fantastic job.

The Area is very pleased that they have managed to secure the use of RAF Dishforth for twelve Sundays, starting January 2008. The full size gliding club who they will be sharing the site with have welcomed them with open arms.

### **A960/10/07 (8) To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.**

### **\*\*\*\*\* Development Officer- WRITTEN REPORT (APPENDIX M)**

South West Area Delegate raised a safety issue with regard to the use of different modules with 2.4GHz equipment.

Chairman explained that if you put a module into a transmitter and that transmitter has not been approved by the manufacturer for the fitting of that module, then you need an assurance from the module provider that that module has been tested in, and he as a module provider is giving the approval that it can be used. If you do not get that then the user is totally liable within the law.

### **Hon Secretary**

Chairman, in his capacity as Hon Secretary, asked for a vote of thanks from this Committee, to everybody who helped to organise the Power Nationals, and all of the Nationals because they are all so important to us.

This year was probably one of the best Power Nationals ever. It was a great success and it was fantastic to see so many people there even on the Saturday.

He also asked for another vote of thanks to go to the BMFA Chairman for organising the Battle of Britain Memorial Flight exhibits over the three days. It was truly remarkable.

Thanks also need to go to David Lloyd-Jones for his initial input, the Development Officer and Gemma Sargeant for producing the excellent programme this year.

Hon Secretary read out the membership figures, which are looking healthy again for this time of year. Essentially a lot of the success is due to the efforts volunteers, such as this Committee. Without them we would not have a BMFA. Hon Secretary conveyed his thanks to all of them.

**Office Manager**

Office Manager reported that the new Office Server had been installed. There are a few teething problems but everything seems to be working fine.

She conveyed her thanks to the Tech Sec for all the work he had put in over the years in maintaining the server system. He has saved the Society a phenomenal amount of money in doing so but the time has come to relieve him of the pressures.

The next instalment in a few weeks time is the new database, which hopefully will be all up and running before the new membership year in December.

Chairman advised that it is possible we might experience slight delays in membership processing when the new database is installed and hopes that everyone will bear with us.

It might be prudent for us to include a notice in the next BMFA News to remind members of Affiliated Clubs that their membership runs from the time they pay their Club Secretary, not from when they receive their certificate back from the BMFA. **OFFICE MGR**

**A961/10/07 (9) To confirm dates of Areas Council meetings 2008.**

The 2008 dates were confirmed as:

**2<sup>nd</sup> February 2008/ 7<sup>th</sup> June 2008 / 27<sup>th</sup> September 2008.**

**A962/10/07 (10) Any Other Business.**

There was no other business.

Chairman closed the meeting at 3.45pm.

**CIRCULATION:**

All Council Members	All Tech Committee Chairmen
SAA Delegate	Fellows (as requested)
All Area Chairmen	Club Bulletin
All Area Secretaries	Office Manager
RNMAA Chairman	Accounts Manager
All Area AS Co-ordinators	BMFA News Editor
PAS/SFAS Controller	Chief Executive
Flying Site Adviser	Development Officer

Report to Areas Council 6 October 2007

The Examiner's Workshops have been slowly gaining ground along with C test days throughout 2007. It's always heartening to see enthusiasm for the Achievement Scheme, and the differing standards throughout the Areas. Total of seven meetings this year.

Could I take this opportunity to remind all Area Chief Examiners that they must only carry out tests for Club Examiner if they have been requested by their Achievement Scheme Coordinator. Someone is currently being retested now that the ASC knows of the requirement.

A Fixed Wing Power "A" test was also carried out by a Club Examiner who is not on the approved list of examiners held by Council. This will also require a retest for the unfortunate candidate.

These are the new figures for the Achievements from 30 August 2006 to 7 September 2007:

Fixed Wing A	855
Helicopter A	136
Silent Flight Electric A	15
Silent Flight Slope A	7
Silent Flight Thermal A	

Fixed Wing B	210
Helicopter B	46
Silent Flight Electric B	4
Silent Flight Slope B	4
Silent Flight Thermal B	6

Examiner Fixed Wing	41
Examiner Helicopter	8
Examiner Silent Flight	6

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### ASRC Report to Areas Council 9 June 2007

#### **Proposal to adopt document concerning selection and ratification of Chief Examiners.**

When this proposal was put to you at the end of September last year the general consensus was that, you would like to take it away and make your opinions known before the Review Committee March meeting. I would like to thank you for your responses, particularly Southern Area, Midland Area, Northern Area and South East Area. On the whole they were generally in favour of the proposal and the Committee has decided to put it before you today unchanged from the original.

Southern want their candidate to be given a flying test, I can see nothing wrong with that. Phil raised the issue of the probationary period, we felt that coverage was now very good and almost all ACE's were prepared to travel if requested which left the probationary period redundant now. With regard to explaining the reasons for our actions Phil, that is what this meeting is for, we cannot put all our thinking and reasons for decisions into the proposal as it would go on an on and you would glaze over, we only put in the proposal that which will go into the rule book.

#### Helicopter Up and Away

In 2003 we were looking for someone to write the book. Len Bliss bless him put his head over the parapet and produced a document titled 'Into the hover and beyond', it consisted of ten A4 pages. We then tried very hard over the next two years trying to get a reaction from the heli flyers, very little happened. Next up was Malcolm Messiter in 2005, same reaction. I resolved to ask the Committee to adopt this version.

Meanwhile Malcolm had done a deal with Traplet to sell his version to them so we lost the opportunity because we dithered. Next time a member takes the time and trouble to respond to a request from us to produce a book on any subject I suggest we gratefully accept it and publish it, once published the criticisms will roll in both negative and positive and we will have grist for our mill.

I am in receipt of an admonishment from Steve Warren in the Southern Area. Steve complained that I had called the response 'poor' when referring to the adoption of the appointment of ACE's document. Upon reflection I could have called the response 'limited' or 'small but perfectly formed'. I ask today that the Southern Area Delegate convey my apologies to Steve Warren.

Terry Rounce  
ASRC Chairman

## East Anglia Area Report

We've held two more Examiners' Days this summer, both enjoyed by the hosting clubs and the few others who attended.

These represent a very modest outlay on behalf of the area, and do wonders to engage the host club in area activity. I would strongly urge areas that have not as yet run any such days to discuss the idea with the ASRC and give one a try.

The School's Challenge was run at Duxford, apparently well attended and popular (I was helping on the BMFA stand at Wings and Wheels, so unable to attend).

I think we have all suffered from the weather this "summer", lets hope things settle into a better pattern, and we all get the chance of some airtime this autumn/winter.

Plans are in hand to build upon the BMFA stand we ran at Rougham last year, run one again there, and try to increase area involvement in shows in East Anglia. More willing helpers are always welcome.

Ratified

## SOUTHERN AREA REPORT

The Area is still with out a chairman, with literally no response even after the Area clubs have been directly approached by the Secretary. We will have to wait until the AGM next month, when 3 positions will be vacant; the Area has not been in this position for many years.

Our usual electric, gliding and scale events were successful with good turnouts, with the weather being pretty good considering all the rain this summer. Two events have been cancelled – not through lack of participation but through lack of volunteers to run them. Our last main event is at the Fleet Air Arm base at Yeovilton. This is an open day and we have a 2 hour flying slot, which if like last year will go down very well. If anyone is in the area, it is on 20<sup>th</sup> October.

The Royal Victoria Park show, our main event was disappointing to say the least. Enclosed is a report (I hope) which includes some relevant points. We feel that the event has run its course. Our Secretary managed to get some funding, around £800, from Hampshire County Council. He says “never again, considering the amount of work involved”. Endless forms in duplicate and triplicate, and even more after the money has been awarded. There is a proviso that if they are not happy with the show report, or the money has not been spent on encouraging disadvantaged children, etc, they can demand the return of the money! Fortunately they accepted the reports so the situation did not arise.

At the last Area meeting we discussed the Hon Sec's request to debate the closure of the forum. I am afraid it did not create much enthusiasm, as most people who were there did not access it. Since the Area got a panning last year on the forum, the general consensus was to keep it closed.

Several clubs have reported short term closure of their flying sites due to Foot and Mouth scares; although all are open again now.

Stuart Simpson  
Area Delegate

## REPORTS

For

Royal Victoria Country Park Country Park Hobbies Extravaganza.

18<sup>th</sup> and 19<sup>th</sup> August 2007

and

Model World

9<sup>th</sup> September 2007

The writer on behalf of the Southern Area BMFA would like to thank all those who gave of their time and effort and who turned out to fly, inspect models, display models, man flight lines, be safety marshals, run Transmitter control and generally assist overall. Without willing participants none of this would have happened.

The Model Aircraft displays were sponsored by Community Action, Hampshire through their "Local Network Fund programme for Disadvantaged Children. The S.Area BMFA would like to thank Community Action for their support.

## RVCP

In spite of the appalling weather forecast for our critical weekend seven Southern Area Aeromodelling Clubs represented by 35 members turned out to participate at the annual two day hobbies and activities day at Royal Victoria Country Park, Netley, Southampton.

Unfortunately the clubs considerable preparation and efforts were largely cancelled by the rain and wind on the Saturday.

The rain did actually clear after the flying and static exhibits had been set up and when everyone was thoroughly wet. Thereafter approximately three hours of flying demonstrations took place over Saturday morning.

The high gusting wind across Southampton Water meant that great care had to be taken at all times but especially during take off and landing. Eventually heavy rain set in shortly after mid-day and flying had to be abandoned completely. The windscreen wipers on our glasses could not keep up with the amount of water coming down. The rain continued until the show ended for the day and only stopped after all the exhibits and the generator had been cleared away. Following overnight vandalism at a previous show no one was prepared to leave any models or equipment in the marquee, even though some participants were camping immediately adjacent. Those who did go home all needed hot baths and showers to warm up. And this is mid- August !!

Historically when the weather is slightly adverse the static exhibits plus the indoor flying and model building in the marquee and the computer based model flight simulator all get lots of attention. This year on the Saturday the visitors just stayed away completely. From previous experience over the last 6 years it is the norm to expect up to 1000 visitors on the Saturday and up to twice that number on the Sunday if the sun is shining.

We estimated that there were less than 500 visitors on the Saturday but happily a lot of them were children and the flight simulator did get continuous employment.

We normally utilise the flight simulator to give all the interested children (and some adults) practise controlling a model aircraft before having a flight with the dual control buddy box on the fully flying trainer outside.

Unfortunately even when it was not raining the wind was far too high on both days for the trainer aircraft to be flown in complete safety.

Special efforts were made to ensure that children who were disadvantaged were able to have extended sessions on the simulator and it was noted that various children, who were physically disabled managed to fly the simulator very well. They had trouble when the model was coming towards them but then so do 99% of all fully able people when they first start model flying. The same phenomenon also applies to model boats and cars but the lower speed and the missing fourth dimension of these vehicles allows more thinking time.

Model building facilities were again made available for all the children but very little interest was shown by those attending. Several reasons became apparent for this.

- 1.0 The parents did not want to wait whilst the child built the model (approximately 30 minutes).
- 2.0 The parents did not want to leave the child with the teachers.
- 3.0 Specifically regarding the older children, today's youth appears to need everything NOW and cutting items out of raw material and waiting while the glue dries to eventually produce an end product just does appeal to them. How much are they missing?

Strangely enough a number of children could not be persuaded to try the simulator even though some skilled child minders and experienced foster parents were on hand to guide them. The simulator and its hardware is very similar to the computer games that 99% of children now play at home so this aspect was rather surprising. Those that did use the simulator appeared to really enjoy themselves and many returned for additional sessions, some even returning on the Sunday. Naturally there was great disappointment when it was explained that the wind was too strong to fly the dual control trainer in safety.

We did have a half hour of worry when a severely mentally disabled child managed to slip parental control and tried to run out onto the flying field whilst a large model helicopter was being displayed in the air.

The flight line safety marshals were able to keep him out of the danger zone whilst the helicopter was landed and made safe but it was nearly 30 minutes before we could, with the Park Rangers help, re-unite him with his father and carers.

A new lesson learned for next time. A mentally disabled child with a physical age of 13 and a mental age of 2 can very determined and have considerable strength especially if they see something they want to touch.

Sunday was better weather wise in that it did not rain during the show hours but the wind had swung round to the North West and remained strong and occasionally blustery all day.

The number of visitors increased dramatically compared with Saturday but the overall numbers were well down from the previous years. The adverse forecast probably persuaded potential visitors to plan for other activities over the weekend.

In previous years many of the people who visited the flying and static aircraft displays advised that they had come from well outside the Netley / Southampton area but this year those to which we spoke were predominately "locals" who had slipped out for an hour whilst it wasn't raining.

It is the Aeromodeller's opinion that the overall "Hobbies Extravaganza" is not sufficiently advertised ( The Park Rangers advise that they do not have the funds available) and that

attendance would be far higher with some dedicated advertising of this two day event. The entrance fee to the show is the cost of the car park (£1.00) so it is really good value overall.

Similar shows organised by other organisations (e.g Rotary ) are generally very well advertised in advance and get good attendance even though the entry fees are much higher.

The overall conclusion was that the event was successful but the adverse weather killed the usual attendance.

The aeromodelling clubs supporting the event were as follows:

Waltham Chase Aeromodellers.  
Petersfield MAC  
Chichester and District MAC  
Blue Gryphons  
Portsmouth and District MAC  
Helipad  
Southampton and District MAC

Model World:

The next flying demonstration took place at The Model World Show at Mountbatten School Romsey on 9<sup>th</sup> September 2007.

This event was organised overall by the 3 Rotary Clubs in and around the local area to support various local charities but the principle ones for disadvantaged children being the Naomi House Hospice for children, the Honeypot Charity and the NSPCC.

The Model World Show theme is based on models and miniatures of all types. The exhibits ranged through aircraft, cars, boats, trains, tanks, robots, war gaming, buildings and more. Where possible there were static and mobile demonstrations of all the exhibits plus a small number of traders present as well. Two race tracks were provided for the Road vehicles and Off road vehicles were controlled to move around the site at random. Unfortunately due to a last minute fault with their towing truck the model boat club were not able bring their large model boating pools to the site. These were greatly missed by all the children attending.

There was a good attendance by the public but possibly a little down on previous years due to the Romsey Show which unusually was held over the same weekend.

Historically the event is very well advertised by the Rotary Club and well patronised as a result. The Southern Area aeromodelling clubs have provided both static and flying displays for many years and this year 8 clubs and 34 members participated.

The weather was perfect with a warm sunny day and a steady two to three knot wind from the North.

The flying display was continuous and organised into approximately 15 minute slots from 1000hrs to 1700hrs during which time the various flying disciplines were demonstrated.

The flying slots rotated continuously during the day and commenced with radio controlled helicopters including those powered by powerful electric motors, conventional internal combustion engines and even gas turbines. These were followed by large gliders, and then by fixed wing aircraft of all types and sizes including control line flying as well as radio

control. Thereafter a toffee bomber was flown which is always appreciated by children of all ages. A flying "dual control" trainer was also available for the children (and some adults) to try their hand at the real ( model ) thing.

The toffee bomber managed to dispense approximately 5lbs of toffees over its various sorties and the buddy box trainer was in the air almost continuously all afternoon until the show closed. The only time it was not flying was to refuel and to recharge the on board radio receiver batteries. Several parents admitted that their children had been pestering them for weeks to go to the show so that they could fly the trainer model again after flying it in 2006. One child in a wheel chair appeared heart broken when the show closed.

Due to the excellent weather "Model World" was deemed a success and all those participating felt that they had made a positive contribution to the cause of disadvantaged children and to the public in general.

The aeromodelling clubs and traders supporting this event were:

Waltham Chase Aeromodellers  
 Dorset Helicopter Club  
 Chichester and District MAC  
 Blue Gryphons  
 Aldershot MAC  
 Southampton MAC  
 Helipad.  
 Winchester MAC  
 Hobby Stores, Southampton.

The model aircraft sections of both of the above events were organised by the Southern Area Committee of the British Model Flying Association

Steve Warren 10-09-2007.

## Northeastern Area Report to Area Council 6<sup>th</sup> October 2007

With very little news from the Area it is probably the appropriate time to announce that this is almost certain to be my last Council as Area Delegate.

In 1988 the Delegate elected was a merchant seaman and often worked 10 months of the year and his obvious non-appearances caused council much concern.

The Area Chairman, Terry Bailey, asked me if I would fill in for one year and I've stayed for twenty. As I look round the room only Martin Dilly, Chris Bromley and Stuart Simpson have served continuously for longer, and Linda Harding had just begun our employ at the time.

It's been a fantastic journey and I've enjoyed every "minute", working on Executive for six years, with Fellows and being able to talk to World Champions on equal terms. Each journey to Leicester encompasses almost 200 miles of the M1, and the law of averages means I'm pushing my luck on this run often up to 10 times a year.

My health took a most unexpected turn 3 years ago and so I've decided to take a back seat as far as Council is concerned. I will still do Area duties, and intend to offer my services to the new PRO and the Indoor Technical Committee, if they'll have me.

Allan Weighell FSMAE  
Northeastern Area Delegate

## **BMFA WESTERN AREA REPORT TO AREA COUNCIL MEETING**

### ***Summer Events:***

#### **Western Area 4<sup>th</sup> Chief Examiners/Examiners Workshop (CE/EW)**

Since the last Areas Council meeting the Western Area has put our fourth Chief Examiners/Examiners Workshop (2<sup>nd</sup> this year), hosted at the Frome MFC. Unfortunately this event was not as well attended as previous events as, due to the weather conditions, the event had to be moved back by two weeks.

#### **Western Area 2<sup>nd</sup> 'C' Certificate Workshop**

A most encouraging 'C' certificate workshop hosted at the Beaufort MFC at their Winterbourne site last month, with over 27 attendees; several ACEs, two of which from other Areas. We believe there was some useful feed-back reported back to the Achievement Scheme Review Committee on both this and the CE/E Workshop.

### ***Loss of BMFA Forum:***

The loss of the BMFA Forum continues to generate heated discussion during our area meetings. During the last Areas Council meeting the Chairman requested Areas provide "properly reasoned" cases by the 15 September 2007 for consideration by Full Council. I can confirm that the Western Area has submitted our views to BMFA HQ prior to the deadline.

### ***Helicopter Up and Away:***

During our last few Western Area meetings some members have voiced their disappointment that helicopter pilots will not have the same opportunities as that of their fixed wing colleagues regarding guidance in the form of a BMFA published Up and Away booklet. I have been asked to request when and how much the new publication might be.

And finally, let's hope we all have much better weather conditions over the next few months so we can get some flying in!!!

John Harris  
For Chairman Western Area  
BMFA Membership No. 022760

3<sup>rd</sup> October 2007

**Areas Council 6<sup>th</sup> October 2007.**

Following discussion with Areas Council in 2005 and 2006 Midland Area continues its day to day activities by using its own website giving all concerned up to date information on Area activities, via e-mail meetings and agendas.

Midland Area were pleased to once again host the Midland Area Festival of Flight at Barkston on 10th June 2007 which proved to be a resounding success due in part to the excellent calm weather which encouraged a marked increase in competitors and spectators. We hope to organise the same week for 2008, initial enquiries at this time are encouraging.

In July we were happy to assist in a Dart Build at St Botolphs School in Sleaford which proved very stimulating to some quite promising young aeromodellers.

This year's August Nationals saw John Bridgett and Peter Lewis give assistance to Eric Clark in his quest for good reports and photos for the BMFA News, while Alf Tunnicliffe and George Maynard did a two day stint in the main hangar helping children to build Darts and more Darts with the help of other BMFA staff. Many resultant and extremely successful flights impressed both children and parents who were fantastic and very enthusiastic.

The organisation of Area Free Flight competitions is working very well under the supervision of J. Cuthbert and we congratulate and thank him for his efforts.

The Achievement Scheme continues to be monitored very well by Alan Penn with reasonable activity this year at a good standard.

Input to Midland Area from individual clubs remains dismally low in spite of instant communications offered by our website and keen committee, this trend seems universal, is it apathy or just contentment?

George Maynard - Chairman

## NORTHERN IRELAND AREA REPORT

The area has had yet another satisfactory year with all clubs having re affiliated and membership increases in many of the clubs. All our area competitions have been held with entries up in most disciplines.

During July the Area hosted the world Jet Masters at St Angelo airport, Enniskillen .According to the Sub Committee who was responsible for the organisation and running of this event it had the largest entry, both from the number of countries and the number of pilots, of any WJM so far held.

The area has been very active with PR activities all year and provided a static and flying display complete with BMFA stand at Mount Stewart, a National Trust Site. We also participated in the Portrush Air Show with an excellent static display and much interest shown. The Seagate Young Innovators 2007 is a major event run by combining several School competitions of a Science based nature. It was held at the Odyssey and over 100 schools both Primary and Secondary took part.

The BMFA Stand proved its worth, and we sold many Darts, Crickets and Butterflies. Education Packs (provided by BMFA HQ) were distributed to the Teachers present.

The Ballymoney club flew a T240 from Ballycastle to Islay a distance of thirty three nautical miles and back again. This was reported in the BMFA news and raised a considerable amount of money for the RNLA plus a lot of good publicity for the BMFA

Members of the Banbridge club have been making their presence felt in competition. Matthew Poots won IMAC at Woodvale, placed second in Fun Fly class1 and first in Freestyle at the power Nats. Members of the same club took 2<sup>nd</sup> and 5<sup>th</sup> in unlimited and a third place in Sportsman

Our indoor season has just started and various clubs around the country are now running their own R/C events. This class has become very popular thanks to the advance in motors and Lipol batteries, not to mention indoor helicopters.

We now look forward to our AGM and Prize giving in November

WH Menary FSMAE Area Delegate/ Chairman

## BMFA North West Area

### AREA Report October 2007

Since 2006, it has been an eventful year for the NW Area, although our meetings do not attract a large number of Club Delegates compared to the number of clubs in the Area – unless there is something contentious to discuss.

However, we seem able to satisfy those that only attend when their club has a problem – whatever it relates to in aeromodelling - which is to the good.

The event scene is strong, and Freeflight, Indoor, and Radio Control are all catered for by Area organised events throughout the year.

Our Area Chief Examiners have had little to do in recent months – partly through flying weather being poor during the summer, and partly through the clubs in the Area not requiring Examiners at the moment.

The Eddie Riding Memorial Trophy Free Flight Scale event at Woodvale was once again lucky with the weather, and the entry was as strong as usual.

Unfortunately, the oldest entrant – at 87 years old – did not actually arrive – but this was not due to illness, just lack of transport!

We hope he will make it in 2008 – and possibly be the oldest entrant in any organised aeromodelling contest (unless you know better) when he reaches 90 years old in due course!

We thank all those who attend the meetings, and also the organisers of the various events.

We are now looking forward to 2008 season, and it starts with the monthly indoor events at Rochdale in October.

D.A. Lloyd – Jones - North West Area Delegate to Full Council

South East Area Report to Areas Council on 6.10.07

In June the Area suffered a blow when our Chairman, Bob Cutter, was diagnosed as requiring hospitalisation for an operation, which although not life threatening, put him out of action for quite a time. Happily, he is now fit and back in harness.

Due to the very bad weather conditions early in the Summer, many events have had to be cancelled or postponed, including our Scale Day, originally scheduled for July 1<sup>st</sup>. Luckily, our host club, Bickley MFC, came up with the excellent suggestion that we run it in conjunction with their own club scale day in August, which we were pleased to do. As it happened, the weather on that day was excellent, resulting in a super turnout of some beautiful R/C scale models with the well known Bickley pyrotechnics being the finishing touch (not literally) for the WW2 models.

Later in the Summer, the Foot and Mouth scare replaced the problem with the weather and resulted in the worst flying season for many years. It seemed likely that we would be unable to run the last Area event of the year, the Towner Trophy for thermal soaring, as this is usually held on farming land. However, our indefatigable CD, Kevin Beale, managed to find a site where the movement of livestock was not involved and the event was run in good weather on September 30<sup>th</sup>.

We would like to congratulate Brindley Taylor, a junior member of SE club East Grinstead, who has added to his previous free flight laurels by being gifted the Henry J award by the Awards Committee. His father, Ken, has also had a good year, winning both the Gamage Cup and Gutteridge Trophy.

Finally, on the education front, our Ed Co-ordinator attended the Flight Challenge at Duxford in the stunning new BAe Systems hangar and in conjunction with London Area, assisted in a 3 day Dart building session at an Ealing school for autistic children. Also he made a return visit to a school in Gillingham and spent two days at a Summer School run by the Tunbridge Wells Boys Grammar School, both also involving Dart building.

Keith Miller FSMAE, Council Delegate

**AREA 14 (RAFMAA) REPORT TO AREAS COUNCIL – 6<sup>th</sup> October 2007**

Late August and the beginning of September saw us holding the RAFMAA Championships at RAF Honington. This year we were blessed with reasonable weather over the four days, albeit a tad windy at times. A good turn out of numbers saw lively competition in power, control line and gliding. We managed to hold a Committee meeting during the event as well as our Annual General Meeting. The AGM elected a new Executive Committee for the forthcoming year which, I am pleased to report included some young blood to fill retiring member's appointments. I look forward to working with the new Committee and my thanks go to those members who retired, for their sterling work in support of RAFMAA over the years. The AGM also agreed to increase Member subscriptions by 100% to meet the Treasurer's forecast spending plans. As Chairman I advised the meeting that RAFMAA would be seeking to amend the membership categories within our Charter to include contractors now employed on MoD partnering contract arrangements at Units in support of our aircraft and equipment. Following the AGM we were treated to a fascinating talk from the Chairman of the Gas Turbine Builder's Association, which included an opportunity to see at close quarters some scratch built model engines, the axial flow example being of particular interest to me. My thanks go to James Hill for an excellent talk and demonstration. Finally, we concluded the Championships with our supper followed by the presentation of trophies to the worthy winners. Congratulations also go to those who were successful in their examinations under the Achievement Scheme on the Sunday. My thanks for providing one of the best Championships that I have attended go to Warrant Officer Ian Nelson, Chief Technician Dan Platts, the volunteer judges and of course all those Members who attended.

We now look forward to forthcoming events in Slope at RAF Boscombe Down and Indoor at RAF Digby in November. Planning is underway for the next Warbirds event, which is likely to be over the Easter Weekend at RAF Scampton, but this is yet to be confirmed.

***Original Signed***

Mick Evans  
Wing Commander  
Chairman

## **NORTHERN AREA REPORT TO COUNCIL 6<sup>TH</sup> OCT 2007**

The main event has been the second annual fly-in at Castle Howard, and Andy Symons did a wonderful organizing job again. Over fifty fliers enjoyed a weekend of reasonable, if windy, weather, and the facility to camp next to the flying area was an added bonus. On Sunday morning I rang Geof Cline of the Real Aeroplane Co at Brighton to arrange the details of the full size fly-by, and was devastated to hear that Brian Brown had been killed in the ex Brighton Hurricane crash the day before. Obviously I suggested that the flight be cancelled, but Geof insisted that Brian would have wanted to carry on, and he flew the Magister over in a spirited manner. Brian of course had more flying hours in Hurricanes than anyone and will be sorely missed on the air display circuit. Must have been a traumatic for Geof, especially with the cross wind. Andy and I later decided to split the proceeds of the event between the RAFBF, our usual charity, and the Yorkshire Air Ambulance, which was suggested by RAC. I attended Brian's funeral at St Georges Minster Doncaster, which was full to capacity, highlighting the high regard he was held in.

On a lighter note our Vice Chairman, Peter Hornby, has succeeded in acquiring the use of RAF Dishforth on twelve Sundays, starting Jan 2008. Full details will be forthcoming, but due to sharing the site with full size gliding, jets will not be allowed. The Harrogate Club already use it on twelve Saturdays.

We had our first 'C' Certificates recently when Mick Binnersley and Barry James of the Tholthorpe Model Aircraft Group passed with flying colours. Phil Davis, our new Area Chief Examiner and Achievement Scheme Co-Ordinator, is doing a grand job promoting this important side of the sport.

Our annual Pudsey Swapmeet was high on sellers, down on buyers this year, and the indoor flying was poorly attended.

The Area indoor RC starts today at the Garforth Squash & Leisure Centre, near Leeds, and every month until March.

John A Thompson  
Area Chairman

### Development Officer Report 06-10-2007

As always the majority of my time is spent directly assisting members and clubs in all matters Aeromodelling using a variety of mediums.

The use of the 2.4GHz band for controlling models has generated a great deal of interest and questions since permissions were issued late in 2006. More recently the focus has been particularly on modules intended for use in other manufacturer's transmitter units. Fortunately the work and negotiations undertaken with Ofcom by Chris Bromley and Graham Lynn as well as some input from myself have clarified the legalities of these units and has enabled me to advise clearly on the legal requirements for end users of these units. The introduction of the 2.4 GHz band has proven to be an interesting period, looking to the longer term prospects it would seem that equipment on this band will take the lion's share of the market with all the safety benefits that this system offers to both clubs and individual users alike.

I have visited several clubs since my last report and have given presentations and talks on the general work of the BMFA as well as more specialised seminars on such issues as child protection. I have also visited a number of non affiliated clubs with a view to bringing these groups into the BMFA, to date these have been 100% successful and have resulted in a number of clubs with a long history of being non BMFA now affiliated.

I have attended a number of shows and organised a large stand at the London Model Engineering Exhibition at Alexandra Palace in January (to be repeated in 2008) and will be taking an education stand to the Design and Technology show in November.

The 2007 Children's Flight Challenge was held at the new venue of the Imperial War Museum, Duxford and proved to be a successful (if rather frustrating to organise) event, negotiations are already underway to try and secure the same venue for 2008 as well as suitable sponsorship backing.

Schools Day at Old Warden was blessed with excellent weather and an enthusiastic team of volunteers; once again this proved to be not only a very rewarding and enjoyable day but also gave a large number of children their first taste of piloting an R/C aircraft. This has been backed up with several model building workshops at events and schools, again sowing the "aeromodelling seed" wherever possible.

Following the retirement of the original team I inherited the planning and running of the University Challenge for 2007, the Event was held as usual at Elvington near York and proved to be a very successful weekend. Planning is well underway for the 2008 competition with a view to developing this event further. The aim is to reflect both the needs of the universities and schools as well as technological advances in the equipment available. The new team of helpers for this event seem to have settled in nicely and look forward to developing next year's competition.

All of the above events have been run well within budget and have presented a professional image for the BMFA. I feel that it is particularly important that stands representing the BMFA at shows should portray a professional and positive corporate image as a presence at these events can often form the direct link with existing members as well as potential new members and outside agencies.

During the run up to the August Nationals I inherited the "Nationals 60<sup>th</sup> Anniversary Program" which proved to be an interesting project. The program was produced within a very short time window and resulted in the consumption of much "midnight oil" to ensure it's readiness for the event. The production of the program was very much a joint effort with

Gemma Sargeant, our resident graphic design expert; hopefully this has demonstrated what can be accomplished “in house”.

I have also attended various courses and continue to represent the BMFA as a director of the General Aviation Awareness Council.

Work has continued in relation to child protection and particularly welfare policies within model clubs, the processing of CRB Disclosure applications continues to increase in number with the database now containing around 500 BMFA volunteers in possession of an enhanced CRB certificate, our clubs are generally very much “on board” with the concept, need and thinking behind welfare policies within model clubs, however there are always those vocal few with misguided or inaccurate opinions who are keen to share their views wherever possible. The unfortunate fact is that there is a clear and demonstrated justification for policies within clubs.

Recently I attended a meeting of the safety review committee chaired by Chris Moynihan. This was essentially to review the year’s incident and accident reports and to discuss any matters relating to general safety.

This meeting highlighted some trends within the accident statistics which will be the subject of future BMFA News articles and Safety Bulletins.

I have also produced a document regarding pre take off safety checks (S.M.A.R.T.E.E) which has been endorsed by the SRC and agreed by the ASRC, the aim is to roll this out immediately and include in future revisions of the Handbook (copy provided for information)

Recently myself and Graham Lynn held a meeting with the importer of the Microdrone featured on national news programs as being under trials with Merseyside Police. Concerns were raised due to these machines being operated on the 35MHz band; the importers were oblivious to the potential problems and safety implications of their actions. They have subsequently committed to use the 2.4GHz band for all of their operations with this unit.

Thank you to those volunteers and staff who have assisted me throughout 2007, I look forward to working with you all in the future.

Manny Williamson  
Development Officer

## **S.M.A.R.T.E.E.**

### **A discussion document**

#### **Background.**

The idea behind this proposal comes mainly from the fact that part of my role as Development Officer is to view and process all of the incident report forms that arrive in this office for forwarding on to our insurers.

In many cases I am requested to have an expert opinion on the circumstances surrounding particular incidents and give a view on any shortfalls in the operation of the model or the equipment used.

Also it should be borne in mind that I am an experienced and active modeller, regularly attending club flying sessions as well as a large number of shows and events during the course of each year. I also fly and instruct in full-size gliders and have approaching 1000 hours experience (there is relevance to this fact!).

#### **The problem?**

On reviewing the incident report forms that arrive on my desk and also observing what goes on at the average club flying field, it has become apparent to me that one of the biggest failings of model pilots in general is that they operate in the general belief that everything will go smoothly with their proposed flight. There appears to be little thought or any plan of action to cater for circumstances where the flight has not gone to plan. A prime example of this is dealing with a sick engine or a complete engine cut during the initial climb out, many incidents where the aircraft crashes in an inappropriate location could be avoided with a little forethought and planning before the take off is commenced.

#### **A possible solution from the gliding world?**

As in all forms of aviation glider pilots use check lists and mnemonics to assist with pre take off checks and ensure that no vital action is missed.

A number of years ago it became apparent that a large percentage of glider launching accidents were a direct result of the pilot not having considered the options or having a planned course of action should the launch not proceed as planned. The pre take off checks in gliders generally consisted of C.B.S.I.F.T.C.B. the last two actions being to close and lock the canopy and to check and lock the airbrakes. In light of the above it was decided (at national level) to add E and E to the end of this mnemonic to stand for eventualities and emergencies. This had a very positive effect on accident statistics and it was clear that this encouraged pilots to think firstly about what could go wrong at this stage of the flight and also the possible actions to take if there was an emergency.

In practical terms this would translate into “eventualities, what could go wrong?” examples, a tow rope break, an engine failure on the tug, intrusion onto the runway by person or vehicle, abnormality in glider handling or performance. Emergencies, this would be a consideration of actions to take if there was to be a problem, “where would I go if the rope breaks? Are there clear landable fields ahead? Which way is the wind drifting me? Am I prepared and ready to release the rope should the tug have problems? Have I thought about decision heights? There is no doubt that in the gliding world the addition of the two E’s not only prevented minor accidents but also saved lives.

### **The cross over**

Returning to our model flying scenario I propose that we advocate the inclusion of the two E’s on the S.M.A.R.T. mnemonic, again this would represent eventualities and emergencies.

The aim would be to encourage pilots to think about what could go wrong and action to take if it does, ultimately this could form part of the testing procedure and a clear indication from the pilot that all options had been considered before takeoff would be required.

The practical thought processes could be along the lines of, “eventualities, what could go wrong? An engine cut, reduced engine power, control difficulties, loss of winch power, line break, transmitter problems, handling anomalies”. “Emergencies, what am I going to do if I have problems? Where can I abort the flight safely? where are obstructions, people and vehicles? Which way will the wind be pushing the model if I have problems? What is the safest course of action if I have engine problems? What are the options if the engine power reduces gradually?

It is well proven in aviation that consideration and rehearsal of emergency scenarios leads to a more structured course of action when the worse does happen. Perhaps the implementation of the two E’s will guide our pilots thought processes and help to reduce the large number of takeoffs that end up in the car park or other dangerous areas.

Of course the consideration of emergency scenarios should not be limited only to the initial stages of the flight but should cater for the whole of the proposed flight. Examples of this would be a consideration of the surrounding area and the consequences of a mechanical failure as well as the effects of the surrounding topography (for example possible turbulence from tall trees). Also particularly for users of shared airspace consideration should be given to possible actions should there be an unexpected incursion from full-size aircraft.

Overall, pilots should be able to demonstrate a consideration of all factors that may affect the safety of the intended flight, obviously the level of application will very much depend on the circumstances at the time but at the minimum pilots should ask themselves “what am I going to do if.....?” This should be demonstrated verbally to the examiner as part of the testing procedure.

### **The side benefits**

Should this proposal be adopted I feel that there are a number of side benefits.

Firstly it sends out a very clear message to our members and clubs that safety is continually high on the list of BMFA priorities and that we are willing to take a proactive approach where hard evidence suggests a requirement.

Also it sends a similar message to our insurance underwriters that we take the subject seriously and are keen to address the recent run of incidents resulting in claims (remember this can be an important lever at policy renewal time).

With regard to other external agencies, it demonstrates (particularly to the CAA) that we are keen to “keep our house in order”.

Another important benefit is that it gives us an opportunity to push the whole safety and achievement message without it being the “same old chestnut from the BMFA” the addition of something new means that a fresh push on flight safety is perfectly justified and reasonable.

Manny Williamson  
Development Officer

- **Switch on, have you obtained the appropriate peg.**
- **Model selected, meter in the green.**
- **Aerial secure/extended.**
- **Rate switches all in correct positions.**
- **Transmitter voltage ok and trims set.**
- **Eventualities, what could go wrong?**
- **Emergencies, what am I going to do?**

**HOVERING 'M' DEBATE**  
**AREAS COUNCIL 6<sup>TH</sup> OCTOBER 2007**

**GL** - Response to the statement from ASRC Chairman that the Committee still have concerns with the Hovering 'M' manoeuvre in the 'B' test and hoped it would not end in tragedy was that it would not carry much weight with CAA. If the Committee have a concern with the Hovering 'M', which this Committee had a concern with when it was looked at before, they should be actively doing something about it very quickly. If we are not happy with it we have got to temporarily suspend it. ASRC can do that as a Committee.

**TR**- The problem is the whole Committee is a little bit concerned that you are moving the aircraft back towards the flight-line. There is a particular point in the manoeuvre where you have to move the aircraft towards the flight-line on the right and towards the flight-line on the left. Even though the candidate and Examiner have to agree a safe position, the helicopter still moves back towards whatever is behind them. That is what we hope we never have to say we told you so about.

**GL** - This is not acceptable, that is not what we are about. What we should be doing is making sure we have faith in all the manoeuvres that we are asking somebody to do.

**TR** - We do not have faith in it. A lot of the Helicopter fraternity do.

**PS** - It is not fair to say a lot of people are happy with it. Very few people are happy with it but they are quite vociferous. It is the vast majority who do not like it who do not say anything. He recently did four 'B' tests at a Club and the candidates would have preferred that that manoeuvre was not done. As an alternative he got them to do an additional manoeuvre, which did not count as part of the test, and he asked which one they thought was the safer. They felt that the manoeuvre he had asked them to do, whilst harder, was much safer. There is no reason for doing this ridiculous manoeuvre and having the machine right back in somewhere where it should never be.

**GW** - Made a proposal that we suspend the Hovering 'M' until such time as we find another manoeuvre to replace it. **Seconded NW. Voted unanimously.**

**GL** - Pleased that has been done. Was quite happy to give an instruction at the end of the day. It is an uncomfortable situation to be discussing this again and in the format that it has been reported to us. As a Committee we cannot sit on our hands and do nothing about this again.

**GL** - That is the kind of support you need from this Committee. Very sorry Peter Christy is not here today because it would have been very interesting to have his views. Pleased it has been reported in the way it has because we are left in no doubt at all what ASRC are saying as a Committee. You obviously have the support of the Areas Council; this issue needs to be re-looked at as a matter of urgency, because something else has to be put in its place.

The major thing is we need to get something out to all the Chief Examiners and Examiners that this manoeuvre is temporarily suspended.

With people like Peter Christy and the AHA you could come up with an alternate safer manoeuvre to go in place of it. It is better to say it is temporarily suspended and this is in its place until such times as the rules are different.

**TR** - ASRC will come up with a manoeuvre that sits out in front of you. ASRC will impose a manoeuvre and then wait for the contributions to come in. We need to make it plain in these minutes that this decision has been made by this Council and it is effective immediately, as soon as the notification has gone out. ASRC will come up with a manoeuvre that is as difficult or more so but not dangerous in our view. That is what we will impose and then wait for the feedback from the Helicopter fraternity. If we get a lot of suggestions then that is good, if nobody says anything then we will leave it there.

**GL** - Deadline of Friday 12<sup>th</sup> for ASRC to have come up with the temporary alternate to the Hovering 'M' which we can put in on a temporary basis and notification sent out. That is a positive way forward.

Ratified

**NOTES**

Ratified

**NOTES**

Ratified