

MINUTES

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.

(T/A British Model Flying Association)

Minutes of the Area Council Meeting held on the 6th June 2009 at 11am at Chacksfield House, 31 St Andrews Road, Leicester LE2 8RE.

Provisional until confirmed at the next Area Council Meeting.

PRESENT

Nigel Barker	Chairman of the Meeting/PRO
Peter Leavesley	East Anglia Area Delegate
Terry Rounce	London Area Chairman/ASRC Chairman
Martin Dilly FSMAE	London Area Delegate
George Maynard	Midland Area Chairman & Delegate
Andy Symons	Northern Area Delegate
John Thompson	Northern Area Chairman
Allan Weighell FSMAE	North East Area Chairman
John French	North East Area Delegate Alternate
David Lloyd Jones	North West Area Chairman
Keith Barker	North West Area Delegate Alternate
Roger Bellingham	South Midland Area Chairman/ Flying Site Adviser
Peter Christy	South Midland Area Delegate
Bob Cutter	South East Area Chairman
Keith Miller FSMAE	South East Area Delegate
Stuart Simpson	Southern Area Delegate
Colin Booth	Western Area Chairman
Phil Durant	Western Area Delegate
Robin Jones FSMAE	Mid-West Area Delegate
Mike Colling FSMAE	N Ireland Area Delegate Alternate/ Education Co-ordinator
Mick Evans	RAFMAA Area Chairman
Peter Spurway	RCPAS Controller
In Attendance	
Linda Harding	Minute Taker / Office Manager
Chris Bromley FSMAE	Technical Secretary

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 31st January 2009.

- 4 Matters/Actions Arising from the meeting on 31st January 2009 that are not included elsewhere on this Agenda.
- 5 To receive a proposal from
Northern Area that Phil Davis, Membership Number 82526 be appointed Area Chief Examiner (Helicopter) for Northern Area.
- 6 To receive reports from the Achievement Scheme Controllers.
- a) Power
- b) Silent Flight
- 7 To receive the following proposals from Chris Bromley FSMAE, Technical Secretary on behalf of the Achievement Scheme Review Committee:
- i) That the 2007 Member's Handbook, page 45 column 1, General, paragraph (b), be modified as follows:*
- Delete:**
- (b) The 'B' Certificate which is designed to recognise the pilot's more advance ability and a demonstrated level of safety which may be considered by an event organiser as suitable for flying at a public display.**
- Replace with:**
- (b) The 'B' Certificate which is designed to recognise a more advanced pilot's increased ability and knowledge and a demonstrated high level of safety.**
- ii) That the 2007 Member's Handbook, page 53, The 'A' Certificate (Silent Flight – Thermal), be modified as follows to allow hand launching of the model:*
- (a) Carry out pre-flight checks as required by the BMFA Safety Codes. Particular attention should be given to airframe, tow hook, **launching aids**, control linkages and surfaces.
- (b) Check ~~the~~ **that any** launching equipment is laid out correctly, securely and safely with respect to the field layout. Depending on the launch method, ensure that towlines are in good condition, that the bungee is securely anchored to the ground, that winches and turnaround pulleys are secure and a master on/off switch is fitted to the winch or that, if aerotow is to be used, the tug pilot is aware of the model he will be towing and that a launch plan is agreed.
- (d) Clearly announce "launching" and launch the model under full control, any deviation from the expected launch path must be corrected smoothly and quickly. Complete the launch by releasing the model from the launch line cleanly, **if applicable**, and level the model into wind without stalling.
- (e) Fly the model straight and level for at least 15 seconds while pilot and Examiner clear the launch area. **This does not apply to Hand Launched Gliders.** If insufficient height is achieved at launch or very bad sink is encountered that will not allow the completion of the entire test schedule the Examiner may allow an additional flight. If in the opinion of the Examiner a poor launch height is due to pilot ability the test is failed. **Note that this applies to Hand Launched Gliders too and they are not allowed multiple attempts to obtain good launches.**
- iii) That if the proposal to include the option to use a hand launched glider for the 'A' Certificate, Silent Flight – Thermal is passed, the Appropriate Test Standards document is modified as follows.*

The Model

The test can be performed with virtually any Thermal Soaring Glider model and launch may be by Hand Tow, Bungee, Winch, **Hand Launch** or Aero-Tow. The test will not be taken with electric powered gliders, however, as the Silent Flight Electric 'A' Certificate would be more appropriate to that type of model.

Launch Height, Flight Time and Weather

The test states that "If insufficient height is achieved at launch or very bad sink is encountered that will not allow the completion of the entire test schedule the Examiner may allow an additional flight. If in the opinion of the Examiner a poor launch height is due to pilot ability the test is failed. **Note that this applies to Hand Launched Gliders too and they are not allowed multiple attempts to obtain good launches.**"

The Flights

(b) Check ~~the~~ **that any** launching equipment is laid out correctly, securely and safely with respect to the field layout.

(d) Clearly announce "launching" and launch the model under full control, any deviation from the expected launch path must be corrected smoothly and quickly. Complete the launch by releasing the model from the launch line cleanly, **if applicable,** and level the model into wind without stalling.

(e) Fly the model straight and level for at least 15 seconds while pilot and Examiner clear the launch area. **This does not apply to Hand Launched Gliders.**

This manoeuvre should place the model upwind of any tow/launch area and in a position where the following manoeuvres can safely be performed (i.e. the thermal circles drifting with the wind should not cause the model to enter any no-fly area. Discuss this with the candidate before the test. **The shorter flight times of hand launched gliders means that Candidate and Examiner should stay together near the launch point and there will be no need to fly for the 15 seconds to allow the launch point to be cleared.**

(l) Retrieve the model from the landing area, informing other pilots that the landing area is clear.

The candidate should NOT take their transmitter with them when retrieving their model and it should be left with a competent person. If no one else is available to hold it then you should offer. When the model has been retrieved and returned to the launching area the transmitter should be returned to the pilot. There is no requirement to turn off the model and transmitter (and then clear frequency control, etc.) if the next flight will be made immediately.

Hand Launched Gliders, by the nature of their flights and flight times, should be landed close to their launch point and launcher. In this case the candidate may retain possession of their transmitter when picking up the glider. However, if a glider lands away from the launch area and must be retrieved then the transmitter must be left with a competent person, exactly as with other types of glider.

Examiners Test Flight Check List

(b)	Check the launching equipment, <i>if applicable</i>			
(e)	Fly the model straight and level for at least 15 seconds whilst clearing the launch area (<i>not applicable to HLGs</i>)			

iv) That the 2007 Member's Handbook, page 57 column 2, Silent Flight Personal Achievement Schemes, paragraph 1, be modified as follows:

The Thermal Soaring and Slope Soaring Personal Achievement Schemes are aimed at giving flyers the satisfaction of achieving set levels of ***proficiency*** competence beyond the 'A' and 'B' Certificates and at their own flying fields without having to take part in contests.

v) That the 2007 Member's Handbook, page 48 column 2, 'A', 'B' and 'E' Certificate Re-Tests, paragraph 2, be modified as follows:

(2) The ASC will pass on any such requests to the appropriate National Scheme Controller who will arrange for a Chief Examiner (CE) from a ***different*** adjoining Area to conduct the re-test by arrangement with the candidate.

- 8 To receive reports from committees or co-ordinators related to the business of this meeting.
 - a) Achievement Scheme Review Committee
 - b) Flight Challenge
 - c) Education
- 9 To receive reports from Area Committees.
- 10 To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.
- 11 To confirm date of next meeting.
- 12 Any Other Business.

The Chairman nominated Mick Evans RAFMAA Chairman as Vice-Chairman for this meeting.

Northern Area proposed that Mick Evans RAFMAA Chairman is appointed as Vice-Chairman for this meeting.

Seconded by North West Area
Carried unanimously

MINUTES

VOTING STRENGTH OF THE MEETING IS 21

A1012/06/09 (1) Apologies for absence.

Apologies were received from the following:

Tom Jones North East Area Delegate
Howard Menary FSMAE Northern Ireland Area Delegate and Chairman
Jim Andrews FSMAE Mid West Area Chairman
Paul Bellingham RAFMAA Area Delegate
Tony Butterworth Southern Area Chairman

A1013/06/09 (2) Request for permission to be absent.

There were no requests.

A1014/06/09 (3) Correction and adoption of the Minutes of the Area Council Meeting held on 31st January 2009.

Page 4

- **Apologies for absence** –Mick Evans RAFMAA Area, replace “Delegate” with “Chairman”.

Page 10

- **Second paragraph** – First line insert “model” after CAA. Second line - delete “which is issued for the R/C Nationals”.
- **Fourth paragraph** – Third and fourth line, delete “It was also pointed out that the exemption certificate refers to one particular site on one particular day.”

North West Area proposed that the Minutes of the Areas Council Meeting held on 31st January 2009 be accepted as a true record of that meeting.

Seconded by Western Area

Vote: For: 18
Ags: 0
Abs: 3

Carried by a majority vote

A1015/06/09 (4) Matters/Actions Arising from the meeting on 31st January 2009 that are not included elsewhere on this Agenda.

ACTION/NOTES

Page 18

- **Third paragraph, Council Meeting breakdown costs** – London Area asked if information on breakdown cost of all Council Meetings was available.

The Chairman said as there was an action from the last meeting he would look into it.

CHAIRMAN

London Area explained the reasoning for the request came from discussion at a previous meeting whether it was justifiable that this Council meet three times a year.

The meeting extended their best wishes for a speedy recovery to Mike Goldby and Howard Menary.

This concluded matters arising.

A1015/06/09 (5) To receive a proposal from Northern Area that Phil Davis, Membership No 82526 be appointed Area Chief Examiner (Helicopter) for Northern Area.

Seconded by North East Area
Carried unanimously.

**OFFICE MGR
RCPAS CONT**

A1017/06/09 To receive reports from the Achievement Scheme Controllers.

a) Power

Several R/C Power queries have been received. He visited the Northern Area Examiners workshop which he thought went down very well.

Northern Area commented that the feedback has been excellent. Everybody who attended said it was a very worthwhile experience and hoped there would be another one next year.

Northern Area will send a report on the Examiners' Workshop to the Office Manager.

**NORTHERN
AREA**

Northern Area is very fortunate to have use of an airfield for this event. Although everyone agrees the concept is good, finding a suitable venue is a problem for most Areas.

b) Silent Flight

Nothing of note to mention.

The ASRC Chairman commented that they are endeavouring to find a suitable candidate to take on the role of SFAS Controller.

A1018/06/09 (7) To receive the following proposals from Chris Bromley FSMAE Technical Secretary on behalf of the Achievement Scheme Review Committee.

i) That the 2007 Member's Handbook, page 45 column 1, General, paragraph (b), be modified as follows:

Delete:

(b) The 'B' Certificate which is designed to recognise the pilot's more advanced ability and a demonstrated level of safety which may be considered by an event organiser as suitable for flying at a public display.

Replace with:

(b) The 'B' Certificate which is designed to recognise a more advanced pilot's increased ability and knowledge and a demonstrated high level of safety.

Proposed by London Area
Seconded by Northern Area

The Technical Secretary reiterated the reason for the change of wording which is to try to distance the 'B' Certificate from its display connotations and that the change is concerned with the 'B' Certificate as it is operated within the achievement scheme.

A brief discussion ensued before voting took place. The general consensus was that the proposal to change the wording was a good move however some people felt further clarification is required with regard to guidance in the handbook for display organisers that the 'B' Certificate is recommended and may be used as an indication of the level of ability of the pilots wishing to fly at events.

Vote: For: 18
 Ags: 0
 Abs: 3

Carried by a majority vote.

TECH SEC

ii) That the 2007 Member's Handbook, page 53, The 'A' Certificate (Silent Flight – Thermal), be modified as follows to allow hand launching of the model:

- (a) Carry out pre-flight checks as required by the BMFA Safety Codes. Particular attention should be given to airframe, tow hook, **launching aids**, control linkages and surfaces.
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- (e) Fly the model straight and level for at least 15 seconds while pilot and Examiner clear the launch area. **This does not apply to Hand Launched Gliders.**
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Proposed by RAFMAA Area
Seconded by the Chairman

TECH SEC

Carried unanimously.

iii) That if the proposal to include the option to use a hand launched glider for the 'A' Certificate, Silent Flight – Thermal is passed, the Appropriate Test Standards document is modified as follows.

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(b) Check the **that any** launching equipment is laid out correctly, securely and safely with respect to the field layout.

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Examiners Test Flight Check List

(b)	Check the launching equipment, <i>if applicable</i>			
(e)	Fly the model straight and level for at least 15 seconds whilst clearing the launch area (<i>not applicable to HLGs</i>)			

Proposed by North West Area
 Seconded by Northern Area
 Carried unanimously

TECH SEC

iv) That the 2007 Member's Handbook, page 57 column 2, Silent Flight Personal Achievement Schemes, paragraph 1, be modified as follows:

The Thermal Soaring and Slope Soaring Personal Achievement Schemes are aimed at giving flyers the satisfaction of achieving set levels of ***proficiency*** ~~competence~~ beyond the 'A' and 'B' Certificates and at their own flying fields without having to take part in contests.

Proposed by Northern Area
 Seconded by Western Area
 Carried unanimously

TECH SEC

v) That the 2007 Member's Handbook, page 48 column 2, 'A', 'B' and 'E' Certificate Re-Tests, paragraph 2, be modified as follows:

(2) The ASC will pass on any such requests to the appropriate National Scheme Controller who will arrange for a Chief Examiner (CE) from a ***different*** ~~adjoining~~ Area to conduct the re-test by arrangement with the candidate.

Proposed by North East Area
 Seconded by Northern Area
 Carried unanimously

TECH SEC

A1019/06/09 (8) To receive reports from Committees or co-ordinators related to the business of this meeting.

a) ASRC

The ASRC Chairman reported on the progress of the Indoor Achievement Scheme and the Jet 'C' scheme.

The Chairman requested that copies of the discussion documents for both the Indoor Scheme and the Jet 'C' are appended to these minutes, emphasised that the documents are draft at this stage. He also said he would like to see a note in BMFA News that we are looking at the concept of an Indoor scheme.

ASRC CHAIR

***** **(APPENDIX A) – DRAFT DOCUMENT- INDOOR ACHIEVEMENT SCHEME**

***** **(APPENDIX B) – DRAFT DOCUMENT – JET 'C' SCHEME**

b) Flight Challenge – Covered in Development Officer's written report – **APPENDIX O**

c) Education

Kit production and sales are overwhelming. 50% of all production goes to BMFA however there is no breakdown of where the kits are going to through the BMFA.

A1020/06/09 (9) To receive reports from Area Committees.

***** **RAFMAA AREA – WRITTEN REPORT (APPENDIX C)**

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

***** **SOUTH MIDLAND AREA – WRITTEN REPORT (APPENDIX E)**

In addition to the written report South Midland advised that two members from their Area and one from London Area would be representing the UK at the 2009 Helicopter World Championships. This Council wished them all the best.

South Midland Area had received a request from the North London MFC to move from South Midland Area to London Area. Both Areas have agreed to this change. This Council raised no objections to the change.

It was pointed out however that this would not be effective until Full Council had approved it.

***** **WESTERN AREA – WRITTEN REPORT (APPENDIX F)**

***** **NORTH EAST AREA – WRITTEN REPORT (APPENDIX G)**

***** **EAST ANGLIA AREA – WRITTEN REPORT (APPENDIX H)**

***** **MIDLAND AREA – WRITTEN REPORT (APPENDIX I)**

***** **MID-WEST AREA – WRITTEN REPORT (APPENDIX J)**

Mid-West enquired as to the progress with regard to the Club List queries raised at Full Council in May. The Office Manager advised that work is still in progress.

Mid-West also enquired as to the progress with the update to the Child Protection Policy. The meeting was advised that this is being held in abeyance at the moment because new legislation is being brought in which will effectively require changes to the policy document.

Western Area pointed out that the Club Listing submitted to Full Council in May also held incorrect information for their Area and wondered whether they should be doing anything. The Office Manager advised that any anomalies should be reported to the Membership Secretary.

ALL AREAS

***** **NORTH WEST AREA – WRITTEN REPORT (APPENDIX K)**

NORTHERN IRELAND AREA

There was no written report. In the absence of the Northern Ireland Delegate due to ill-health the Alternate Delegate advised that as far as he was aware the Area is carrying on as normal.

He also reported that he attended a stand at a Youth Exhibition event which the Area were involved with, which seemed to be well received.

***** **SOUTH EAST AREA – WRITTEN REPORT (APPENDIX L)**

South East made a plea to head office with reference to flying in South Downs highlighted in the report, that South East and Southern Area are informed if they receive any information from South Downs National Park.

CEO/DEV OFF

***** **LONDON AREA – WRITTEN REPORT (APPENDIX M)**

One point of interest was that at long last they now have use of Area 8 on Salisbury Plain for Area Centralised Free Flight meetings. This might affect Southern Area and Western Area who may prefer flying on Area 8.

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

A1021/06/09 (10) To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.

***** **Development Officer – WRITTEN REPORT (APPENDIX O)**

With reference to the second paragraph in the Development Officer's report regarding "fallouts" within Clubs, the Technical Secretary reminded everybody that Clubs and Club members are starting to make use of the law in these situations. There have been at least five examples of court cases in model flying clubs in the past few years.

The subject of location of Council Minutes and Agendas on the website was raised. The Chairman said he would take an action to get an explanation of exactly where the Minutes and Agendas for Council Meetings can be found on the website. He will report back at the next meeting.

CHAIRMAN

John French BMFA News Publisher asked for any comments on the latest issue of BMFA News, which is the first publication by the new Editor.

London Area said he was pleased that obituaries were no longer being published in the magazine.

North East said he thought the transition was quite seamless. He did think however that the article **by on** Lew Gitlow required editing, there were a lot of typos.

There was no Helicopter article. BMFA News publisher said that there are only a set number of pages for each issue and everything has to take its turn.

The Technical Secretary said he thought it was a very good effort. The only comment he wanted to make was that he thought the aerofoils for tailless models article was quite long and very technical and would probably have been better split over two issues.

Technical Secretary

He has recently checked the Council Minutes for any changes to the Area Constitution and as far as he can see Issue 3 - Dec 2003 Areas Constitution and Guide to the BMFA Area Constitution are current.

The Chairman asked that copies of both documents are sent out with these Minutes.

OFFICE MGR

The Technical Secretary provided some safety advice which has come to light recently with regard to the use of Nicads in the Spektrum DX6l sets. The recommendation is to stir them around occasionally.

There is a prototype Google Club Map in existence. More work to be done on it but it should be finalised soon.

There will be a new handbook entry with regard to models over 20kg. New information has come to light that any model with a maximum take-off mass of more than 20kg must have insurance. It is a legal requirement.

There will be a handbook release this time next year. It will be much bigger than the previous issue. In the interim a new addendum sheet will be out with the next BMFA News.

The JMA/GTBA Code of Practice is now published.

Information is still not forthcoming for some events. If he does not receive the information it will not appear in the Contest and Events Calendar.

PRO

He has attended shows around the country meeting and talking to lots of model flyers.

He briefly reported on the current situation with regard to South West Area. Their funding is suspended because they are not able to function as a Committee.

The Executive have this in hand. The intention is to hold a meeting or meetings in the South West Area inviting all the local clubs and to ask them what they want to do. A decision will then be made.

The PRO would welcome donations of high quality photographs of different aspects of the sport. South Midland suggested the PRO contact Bob Mahoney who had taken some very good photographs at an event at Shepton Mallet recently.

North East suggested that filming for the educational/promotional DVD as mentioned in the Development Officer report should be extended to include the Indoor Duration Nationals at RAF Digby on 20th September 2009.

DEV OFF

A1022/06/09 (11) To confirm date of next meeting.

This was confirmed as **Saturday 26th September 2009.**

A1023/06/09 (12) Any Other Business.

There was an item from Northern Area expressing their concern about the expenditure involved in sending out the updated test forms and test guideline booklets to all Examiners.

Northern Area said he was obliged to raise this as the request was made at their last meeting.

The ASRC Chairman commented that he would usually discuss funding with the Honorary Treasurer before proceeding with any task that required a substantial amount.

On this occasion he was focused on making sure the Examiners were furnished with the most up-to-date paperwork which was very much overdue and did not focus on the cost.

The Chairman closed the meeting at 2.42pm

**PLEASE NOTE THIS IS A DRAFT DISCUSSION DOCUMENT ONLY
FORMULATED BY THE ACHIEVEMENT SCHEME REVIEW COMMITTEE**

Indoor Achievement Scheme A & B tests discussion document.

Schedules devised for aerobatic models, and specifically designed to be challenging enough to represent a level of achievement advanced enough so indoor organisers will not insist on A certificate as a condition of entry to indoor flying venues.

Indoor Aerobatic Achievement scheme "A" test

Suggested Sequence

- 1) Take off/launch
 - Choice of hand launch or roll of ground/floor
- 2) Two consecutive low level left hand circuits, two consecutive high level left hand circuits.
 - Circuits can be either oval, rectangular or square at the discretion of the candidate, however the same circuit type must be used through the complete manoeuvre.
- 3) Two consecutive low level right hand circuits, two consecutive high level right hand circuits.
 - Circuits can be either oval, rectangular or square at the discretion of the candidate, however the same circuit type must be used through the complete manoeuvre .
- 4) Fly a "figure of eight" course with the crossover point in front of the pilot.
 - Height to be constant and below 3 meters
- 5) Fly one inside loop
 - Manoeuvre should be performed in front of the pilot.
- 6) Fly one outside loop downwards from the top (Bunt)
 - Manoeuvre should be performed in front of the pilot.
- 7) Fly one double stall turn
 - The model should be flown at 1 – 2 metres high past the pilot from left to right the first stall turn should be performed towards the right hand end of the hall, after the first stall turn is completed the model should return past the pilot at 1 – 2 metres high and the second stall turn performed towards the left hand end of the hall. Both stall turns should be away from the flight line.
- 8) Perform 1 square or rectangular circuit with 1 full roll on opposite sides of the circuit.
 - Height of manoeuvre should be between 2 and 5 metres, rolls can be in the sides or the front and back of the circuit, the direction of rotation of each roll should be opposite
- 9) Perform a rectangular approach and land.
 - Landing should be within a 5 metre by 5 metre square in front of the pilot.

Answer 5 Questions based on the indoor code of practice and local flying rules.

Indoor Aerobatic Achievement Scheme "B" test

- 1) Take off/launch
 - Choice of hand launch or roll of ground/floor
- 2) Two consecutive inverted low level left hand circuits, two consecutive inverted high level left hand circuits.
 - Circuits can be either oval, rectangular or square at the discretion of the candidate, however the same circuit type must be used through the complete manoeuvre .

- 3) Two consecutive inverted low level right hand circuits, two consecutive inverted high level right hand circuits.
 - Circuits can be either oval, rectangular or square at the discretion of the candidate, however the same circuit type must be used through the complete manoeuvre .
- 4) Cuban eight
 - Manoeuvre should be performed in front of the pilot
- 5) Multiple inverted (negative) spins.
 - Performed in front of pilot, entry inverted minimum of 2 spins (more at pilots discretion), exit inverted in same direction as entry.
- 6) Two consecutive square loops with half roll in each top leg.
 - Manoeuvre should be performed in front of the pilot
- 7) $\frac{3}{4}$ snap roll to knife edge, knife edge flight for minimum 5 metres, $\frac{1}{4}$ roll to level flight.
 - Knife edge flight should be centred on the pilot.
- 8) 5 second prop hang, climb to maximum height, stall turn with multiple positive spins.
 - Prop hang five metres out in front of pilot, canopy towards pilot 2 metres high, climb to stall turn, left or right, multiple spins (minimum 2 spins) in down leg.
- 9) Square harrier circuit.
 - Manoeuvre performed below 2 metres
- 10) Perform a rectangular approach and land.
 - Landing should be within a 1.5 metre by 1.5 metre square in front of the pilot.

Answer 8 Questions based on the indoor code of practice and local flying rules.

**PLEASE NOTE THIS IS A DRAFT DISCUSSION DOCUMENT ONLY
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BMFA Jet C Discussion document

The purpose of the Jet C is to give those jet fliers who wish something to aim for. It should not be compared to the current fixed wing aerobatic C certificate as it will be testing a different skill set.

The following set of manoeuvres is not a final proposed "schedule", but has been arrived at after discussion with a number of accomplished jet fliers and is being disseminated to a larger group of interested people for their thoughts and further discussion.

We hope to produce a challenging schedule that will represent a high level of achievement for those that take and pass the test. We also hope to provide a test that is as inclusive as possible for jet fliers.

Please also note that various procedures relating to the start up and shut down phases will need to be added.

Compulsory manoeuvres

1. Start up and taxi out,
2. Take off and complete a circuit with an aborted landing (not low pass) in the final leg
3. Fly a figure eight with the cross over point in front of the pilot.
4. One inside loop, centred on the pilot.
5. Two Derry turns, one from each direction.
6. One full speed low pass at a height below 10 metres.
7. Fly a Reversal/Split S
8. Slow dirty pass, flaps extended and undercarriage deployed where appropriate, height below 20 metres
9. Fly a rectangular approach and land, with straight safe roll out.
10. Taxi Back and stop, engine shutdown.

Optional Manoeuvres (number to be decided)

- 1 High Alpha pass, height below 20 metres
- 2 Touch and Go
- 3 Vertical Rolls (how many? Vertical up or down?)
- 4 Stall Turn
- 5 Knife edge pass, canopy towards pilot
- 6 4 point roll
- 7 Slow roll
- 8 Tail slide
- 9 Cobra
- 10 Rolling circle.

It is expected that many models will not be able to complete all the compulsory and optional manoeuvres in one flight so refuelling stops may be required.

The Achievement scheme review committee invite your comments on the above, if you could send them via email or post to

Andy Symons
32 Spring Bank Drive
Liversedge, West Yorkshire
WF15 7QS

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AREA 14 (RAFMAA) REPORT TO AREAS COUNCIL – 6th June 2009

I am happy to report that RAFMAA staged a very successful invitational Warbirds event in April. The event has grown in size and stature since our first effort 4 years ago. We received some very favourable modelling press coverage in a number of well-known publications. Although the weather did its best to disrupt things on the first day it did not succeed and things improved on the Sunday considerably. We attracted over 70 pilots with models from small ARTFs up to large scale kits plus a number of jets. My thanks go to Paul Bellingham and Dan Platts for the organisation and to the team from RAF Marham and elsewhere who provided assistance over the weekend.

We are now planning our RAFMAA Fly-in, which we hope to hold at RAF Scampton in July. This will provide an opportunity for some pre-RAFMAA Championships dust downs and practice. We also hope to attract a number of Air Cadets and others and provide supervised taster sessions and make the event as informal and enjoyable as possible. This is RAFMAA's 60th anniversary year so we hope to celebrate accordingly.

The next Executive Committee meeting will be held during the Fly-in weekend.

We have also taken delivery of our trailer van replacement for the old caravan. This was purchased with some sponsorship money as well as RAFMAA funds and will meet all our event requirements for many years to come. Special thanks go to Martin Paffett who sourced, arranged the purchase of, and fitted out the interior of the van.

Membership numbers are slightly up on last year which is encouraging, with several younger airman signing up. We are already looking ahead to the Championships in early September and we have tentatively secured the services of Colin Strauss to speak after the AGM on the C-17 project build.

Original Signed

Mick Evans
Wing Commander
Chairman

SOUTHERN AREA

Last February the Area had a follow up meeting as promised, again held at Middle Wallop Air Museum.

The numbers of members attending were down a little, but the committee had tried to address some of the issues which came to light at the first meeting. One of the main objectives was to encourage new blood onto the committee and be aware of what was happening in the Area.

Communication was the main problem. We addressed this with a new website, webmaster and pages to promote interest and events throughout the Area at club level. When asked at the second meeting was there any improvement, the answer was "not really". Out of 50 attendees, 48 agreed they had computer access. When asked how many accessed the Area website only 14 held their hands up. It wants to make you weep! All that effort and little to show for it. One remark was that the meeting went on too long, when more time could be spent looking around the museum.

Most of the committee positions have now been filled, many though because some members are holding down more than one position.

Event has been quiet up until now, but we have our usual round of events starting shortly, which are normally well attended, communication I assume, by word of mouth.

Stuart Simpson
Delegate

SOUTH MIDLAND AREA

South Midland Area continues to hold regular meetings, and these are generally well attended. We consider ourselves fortunate that we seem to have a significant core of regular attendees, and this usually guarantees lively meetings.

However, we have no wish to be complacent, and continue to try to encourage additional clubs to come along and provide input.

We have a new secretary, Duncan McClure, due to the unexpected resignation of our old secretary, Ian Self. Ian did a sterling job for us for at least 5 years.

The North London Model Flying Club asked to be allowed to change from the SM Area to the London Area. We readily agreed that they should be allowed to make the change of area particularly, as their name suggests, as they were originally in the London Area before they joined us. I understand that the London Area are pleased to agree to the change.

The Area continues to take a keen interest in the "democratisation" of the BMFA, and is pleased to note that once again, elections will be held on the basis of "One member, One vote".



Western Area Report to Area Council June 2009

I am pleased to be able to report that we now have a full complement of officers in Western Area, with the co-option of Lins Giles as our new Area Secretary. This after almost twelve months of our Area Treasurer John Harris wearing two hats, and all credit to him he has done a superb job. With having to run me in as a new Area Chairman since November as well, he has not had an easy time.

An important priority for me is trying to improve the profile of the BMFA throughout the Area. To this end we had use of the BMFA trailer and a supply of saleable goods at the Model West Spectacular at Shepton Mallet. At times it was absolutely heaving with a queue at the door. Thanks to Manny Williamson for delivering it and showing us how to assemble it. Thanks also to PRO Nigel Barker for picking it up and delivering it safely back to Leicester. It proved extremely useful from a public relations perspective, and resulted in my being able to discuss with scores of BMFA members some of their concerns about model flying in general as well as other more specific issues. The problem of flying sites seems to be fairly high on the agenda, with the flying site leaflet produced by national office fair flying out of the door (excuse the pun). I was particularly interested to hear of members concerns about the achievement scheme, specifically with regard to the new helicopter B which seems to be an issue that will not lie down. Some of the comments I have heard about this four point pirouette as a replacement for the hovering M I cannot commit to print.

Western Area has recently funded a new retrieval pole for use by our clubs operating free flight. Our free flight competition secretary has been charged with its safe keeping and issuing out to clubs as they need it.

Our Area membership lists and clubs have a number of anomalies which we are currently trying to sort out. It is important to have accurate lists so that we can communicate better with our member clubs.

Lots of other initiatives are currently being worked on in the Area which I will report on in due course.

Colin Booth

**Chairman
Western Area**

North Eastern Area Report to Area Council
6th June 2006.

The Area continues to function well. The Area Chairman and Airfield Liaison Officer had a meeting with the military upon whose airfield we operate. A particularly zealous second in command has been most obstructive for 3 years or more now. By circumventing his authority we have managed to secure our contracted 12 meetings per year, plus unspecified ad hoc daily usages of the airfield.

Last year at the Areas Council in Leicester, Frank Buttery (SW Area) espoused the idea of a Junior Area Committee, with the intent of getting youth involved in area business and give them a greater say in what an area is doing for them. I took this back to the North East and after a small column in the BMFA News it seems to have moved some of the Areas youth into getting involved. At this moment in time we have in place 4 members, one 25, one 21, one 15 and another 14 years old. Now it is behove of the Area to set them some objectives, such as enthusing other area juniors in terms of competition, achievement, inter-club rivalry and workshops.

Teesside MFC held their air show last weekend with superb weather, superb displays and the attendance of the Society PRO. I was particularly disappointed at the extremely low level of PR the club displayed. After talking this through with Nigel Barker it was agreed that with the club's permission I would get involved next year.

There was some concern at the last NE Area meeting (Wed), that the new editor of the BMFA News has announced that he will be no longer publishing obituaries from the next issue (95). The consensus of opinion was that maybe he should print 3lines, with the name, club and age in a specified column and then with the fuller obituary on the web page as intended. It was reasoned that not all members have access to a computer or the time to trawl through pages deaths looking for a deceased friend.

Whilst helping a local ATC unit last week (Richmond 20 40 Squadron) I was horrified to hear that a National comp had been launched using the BMFA Dart in most unusual circumstances. Apparently the cognoscenti!?! insisting on launching from a catapult contraption, limiting power to 100 winds, and being judged on distance in a straight line. It seems to me that the BMFA must! have supplied the kits and if they intend on expanding the exercise next year maybe they should be encouraged to take some guidance.

Allan Weighell FSMAE
North Eastern Area Chairman

BMFA East Anglian Area – Delegate’s Report, June, 2009.

Club activity throughout the Area seems to be as healthy as ever, although several clubs have had some what reduced attendances at their various events. It is suspected that the ‘credit crunch’ is the root cause, discouraging modellers from travelling so far as once they might. Nevertheless, the Area still supports such events where it can, or more correctly where it is aware of them. There still seems to be a reluctance for clubs to communicate with each other, particularly through the auspices of the Area meetings. Despite the apparent success of the Midland Area with its web-based meetings, East Anglians seem to feel more at home with face to face meetings, and have shown some reluctance to follow Midland’s example.

The Area was invited to provide a presence at this year’s Large Model Aircraft Show, at Rougham (Suffolk) on 2nd and 3rd May. This meeting attracted good crowds on both days despite the rather blustery weather on the second day. The Bury Model Flying Club deserves much praise for the huge effort it invested in this event, in coordination with the Large Model Association. The Area took full opportunity to meet and talk to members and on the way gained a good number of new ones.

In his visits to clubs up and down the country, the BMFA Development Officer visited South Norfolk MFC in April. The club warmed to Manny instantly, finding his talk informative and enjoyable. Several members were surprised at the scope of the BMFA insurance scheme. Both Robin Gowler and Mike Woodhouse attended, catching up with old acquaintances, and providing the members with the knowledge that the BMFA heirachy doesn’t live in an ivory tower.

Pete Leavesley.

MIDLAND AREA REPORT FOR AREAS COUNCIL MEETING 06/06/2009

Midland Area have two main items of business on hand.

(a) 2009 Festival of Flight at Barkston on 7th June 2009.

(b) Future presentation of Midland Area R/C Training Kits to participating Clubs.

Arrangements for the Festival of Flight were started in October, 2008

and we are pleased to report that all competitive elements will be working up their acts not only for our event but more importantly, the August Nats.

Competitions will include R/C Scale, R/C Aerobatics F3A, Pylon F3D, F5D and Q500, IMAC and Helicopter F3C.

On the control-line front competitions will be held in Speed Open and F2A, Team Race F2C, F2CM and British Goodyear. Vintage Combat and F2D Combat. Vintage T/Race A,B.1/2/ A and Barton B. Basic Carrier and class 2 carrier will also participate.

As usual Bill Dennis will host the only free flight competition in F/F Scale.

Unfortunately due to a clash of dates C/L Aerobatics will not be with us but we do hope to see them next year (no F2B or Class 2). Full refreshment facilities will be available this year and the entry fee for competitors and public will be held at £5 per head (juniors free).

All we need now is good weather (out with the prayer mats again).

Our Area commitment to educational R/C Training has taken a step further insofar that a total of 8 full kits of gear have been obtained, comprising a trainer, engine and 2.4. GHZ electronics for issue to participating Midland Area clubs in order to provide them with a practical basis to attract new membership to our sport under the right conditions for success.

We hope to fix a date sometime in June for a formal presentation to the club instructors involved, hopefully in the shadow of the Just Jane Lancaster at East Kirkby followed by tea and a 'wad' in the NAAFI afterwards.

It is important to point out that this initiative has only been made possible by the excellent support we have been given by ALL aeromodellers who have supported our FOF over the past years and it gives us the opportunity of ploughing back something which will (we hope) further the ultimate interests of the BMFA in the future.

Alf Tunnicliffe - Secretary Midland Area, for

George Maynard - Chairman, Midland Area & Council Delegate.

MIDWEST AREA REPORT JUNE 2009

Meeting attendance is much the same as usual, so once again we can only assume that most of our Clubs are content with the activities of the BMFA.

A busy calendar covering most disciplines has been arranged with something on during the nearly the whole of summer so we are hoping the weather will be good. Richard Mathews and John Henderson also have planned lots of activity with the BMFA stand.

The David Prosser Memorial meeting held last week was again a great success with more campers and more entrants than we have ever seen before. Dave Ellis, a Chedworth Club member, persuaded our host, Lord Suffolk, who is a very enthusiastic full size owner and pilot, to “take the sticks” and fly a trainer for the first time. This facility was taken up by lots of other people and children.

We are now looking forward to the “Gathering of Rotary Eagles” event at the end of this month. We have received lots of enquiries, so given the right weather forecast, we should be very busy.

Robin Jones FSMAE
Mid West Area Delegate

North West Area Report to Areas Council Meeting

6th June 2009

The Area decided to present each club in the Area - for Christmas - a Windsock with the words "BMFA North West Area" emblazoned upon it.

This enabled us to use our funds in a way that could help every club (approximately 140) within the Area equally - a difficult situation to address, and one which other Areas might find useful if they are in the same position!

They have been well received by most of the clubs from letters we have received to that effect, although one club asked where the pole that went with it was!

The Eddie Riding Memorial Trophy for Free Flight Scale will be going ahead at the Woodvale Rally on the 2nd August 2009


We hope the new trophy for multi engined models will be more successful this year (a whole year on), as the time will have given entrants more time to complete a model for the event.

Our Indoor events at Rochdale are now finished for the summer, but there has been a small problem caused by the acceptance of 2.4 GHz radio, as there were **16 models flying together** in one of the slots at the end of the season!

This meant that all the flyers could only circulate in large circles throughout the slot!

35 MHz was at least "self governing" as the pegs were already commandeered before this situation occurred!

The RAF Shawbury outdoor Fly for Fun "scale only" R/C event is planned to go ahead again this year, and entries are now coming in.



North West Area Delegate and Chairman

South East Area Report to Areas Council Meeting on June 6th 2009

This period is usually a fairly quiet time for the Area before the start of the contest season but, our annual Crawley Indoor Meeting was run off on February 1st with better support than last year resulting in only a small financial deficit of approx £20, which is not too bad when one considers the cost of hiring the magnificent K2 centre in Crawley, which this year cost £920 for the day. It was nice to see Manny Williamson there, overseeing some video camera work for BMFA advertising purposes. Luckily the snow held off until later in the day but made getting home a little dodgy!

Once again we are without an Area secretary, Gary Webb having resigned without having completed a full year in office. Endeavours will be made to replace him by our AGM in November but in the meantime, the undersigned has once again taken over as acting secretary.

Our Education Co-ordinator has been doing his thing, including the usual 3 days assisting in London Area's participation in the Dartford Girls Grammar School Annual Science Fair in March. This regular cooperation with London Area comes about because many of the venues serviced are situated in Kent but technically fall within the jurisdiction of London Area. Another similar one is ongoing at the moment and covers a girls school in Chislehurst which has entered for the Flight Challenge and instruction/guidance is being given on a weekly basis in order to bring the girls up to strength in time for the competition.

Our Area meetings continue to be sparsely attended although the latest one, a few days ago, picked up a little and some fresh faces appeared that we had not seen for some time. In particular, one rep was from the East Sussex Soaring Association (ESSA), who operate an R/C slope soaring site on the Long Man of Wilmington on the South Downs. This is of particular interest to the Area which pays for an annual licence for its use which enables any BMFA member to fly there. ESSA use it as one of their club sites and police it for the Area. At the Area meeting they commented that the site comes within the boundaries of the new South Downs National Park and they are apparently finding it difficult to obtain information on how this new setup will affect them. It was pointed out that the Southern Area BMFA is also involved and it would be a good idea to keep in liaison with them on this subject. We undertook to mention the position to the Southern Area delegate at this meeting and perhaps exchange contact details.

Keith Miller FSMAE, Council Delegate

LONDON AREA REPORT – MAY 2009

As a result of the resignation of the previous secretary, Vince Raia, the secretarial post is now being filled by London Area chairman Terry Rounce.

Forthcoming events run by London clubs include the Bickley Jet Meet on June 14th and, on the same day, the Hayes Electric Gala at Cranford Park; a similar event will take place there on Sept. 6th.

The Slough club will be running an RC Achievement testing day in July, with some sponsorship provided by the Area.

The Croydon club held their annual Wakefield Day at Middle Wallop in April, with flyable weather making a pleasant change from recent years.

Subject to approval by the FFTC, London Area will be using Area 8 on Salisbury Plain as its venue for future Area Centralised FF contests, the first time the Area has had its own venue since the closure of Bassingbourn in the 1970s.

The North London club is applying to move from the S. Midland Area to London.

Martin Dilly
London Area Delegate

30-5-09

NORTHERN AREA CHAIRMAN'S REPORT TO COUNCIL JUNE 2009.
Our new Delegate and Secretary are already making their mark on the smooth day to day running of the Area.

The Chairmans Conferance was well received and feedback has been positive.

An Examiners Workshop was held at RAF Dishforth and had an attendance of about 30'

Bookings have been made for 10 Indoor RC sessions at Trinity, the first one on October 19th to include a Swapmeet. Last year lost only £7.00 so was a success, and a slight reduction in costs this year should improve on that. Most models were on 2.4ghz taking advantage of the smaller size and reliability.

We are looking forward to another Castle Howard event in September and a the 2day F3p competition in December. We to provide an annual trophy for the highest placed F3P competitor from our area.

John Thompson.

5th June 2009

AREAS COUNCIL 6TH JUNE 2009

DEVELOPMENT OFFICER REPORT.

It has been busier than ever over the last few months, the day to day workload in the office still centres around providing advice and guidance to our members on a range of subjects.

The trend of “fallouts” within clubs is unfortunately becoming stronger and it would appear that there is a tendency on the part of a few individuals to forget that model flying is for fun and relaxation, there would appear to be a small minority of members for whom causing problems and unrest is a source of pleasure such is life.

The programme of club talks has slowed down a little although it was a busy winter with many late nights and lots of miles travelled, the feedback from these has been very positive and I would like to thank all clubs that have invited me to talk to their members and extended their hospitality to me.

Most of you will now have seen the new Aerojet that has been added to the BMFA range of kits. We are packaging this in house and so far it is proving to be a popular addition to the kits currently available with a good number of kits already produced and despatched. Although the model has an educational element it was predominantly designed for use with groups of younger children or where there is insufficient time for the building of more complex models, I suspect that it will also prove popular with youngsters at shows and events. The kit will also be available to clubs with their own logo or name included for use at events or open days. There are plans to further develop this concept with additional models.

The University and Schools Heavy Lift Challenge will be taking place at Elvington next weekend (13th/14th of June); entries are on a par with last years. I feel that this competition needs to further evolve to make it more popular and accessible as well as slightly reduce the workload on the teams; unfortunately the academic year seems to be increasingly pressured for students in the target age groups. My ultimate aim is to hand the running of this competition on to a suitable volunteer as I feel that it requires more focussed attention than I am presently able to give it, I have always regarded myself as a temporary caretaker until such a person came forward.

The 2009 Children’s Flight Challenge is all set for the 20th of June at Duxford, as you will be aware this years competition is supported by the Royal Navy who will have a uniformed presence on the day. We have received a record entry for the competition and I am sure that the Indoor Technical Committee will be pleased to hear that we have 27 entries to the Gyminnie Cricket event, overall we are expecting in the region of 250 children to attend along with around 100 parents and helpers.

More filming for the educational/promotional DVD has been taking place and recently we undertook a day of very successful filming at the Free Flight Nationals where the competitors enjoyed plenty of (well deserved and overdue) sunshine. My thanks to all those who co-operated with filming at this event. The aim is to do further filming at the August Power Nationals and the Silent Flight Nationals, after which it will be time to work on the editing and voice over through the winter.

**Manny Williamson
Development Officer**