

# **SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD**

(T/A British Model Flying Association)

## **TO ALL FULL COUNCIL MEMBERS**

There will be a Meeting of the Full Council on Saturday 10<sup>th</sup> September 2011 at 11.00am at Chacksfield House, 31 St Andrew's Road, Leicester LE2 8RE  
Tel: 0116-2440028 Fax: 0116-2440645.

## **A G E N D A**

- 1 Apologies for Absence.
- 2 Request for permission to be absent.
- 3 To verify the voting strength of the meeting.
- 4 Correction and adoption of the Minutes of the Full Council Meeting held on 20<sup>th</sup> May 2011.
- 5 Matters/Actions Arising from the meeting on 20<sup>th</sup> May 2011 that are not included elsewhere on this Agenda.
- 6 To receive a financial report from the Honorary Treasurer to include:
  - a The review and approval of the statutory accounts and supplementary information for the financial year ended 31st March 2011.
  - b Any issues or recommendations raised by the Auditor whilst reviewing the Accounts.
  - c The receipt and approval by Council of the draft budget for presentation to the AGM.
  - d The recommendation of the membership fees for next year.
  - e The ratification of the fees (currently £35) for Associate Bodies for next year.
  - f To receive the following proposals:
    - i. That all pilots and F2C mechanic members (full members) of international teams representing GBR at World or European championships should be funded to the amount of £350. This is to take effect from the 2012 championships. This will increase the funding requirement by approximately £3,000 per year. Team Manager and Assistant Team Manager funding to remain at the current level of £900 each.
    - ii. That all supplementary members, ie mechanics (other than F2C), callers, helpers etc, of international teams representing GBR at World or European Championships should be funded to either the full amount or half of the team member amount (currently £350 or £175). This is to take effect from the 2012 championships.

The amount of funding for a supplementary team member is dependent on how much that supplementary team member contributes to each competitive flight and the proposed amounts are contained in the attached table. For new championship classes in the future, Council shall decide on the amount of funding for any associated supplementary member at the time it agrees to fund the team members.

- 7 To receive a joint report from the Chairman and the Chief Executive Officer.
- 8 To receive a report from the Vice-Chairman.
- 9 To receive a report from the Honorary Secretary to include:
  - a Presentation of updates to the Affiliated Club list and adoption of any new clubs.
  - b Annual ratification of Honorary Members.
  - c To receive the following proposals

- i. To suspend the Devon Sub Area until further notice. Note the Cornwall Sub Area (which is operating very successfully) will continue under the present arrangements.

All funding allocated to Devon will be recalled and, until such time as the Sub Area is re-established, will be controlled directly from the BMFA Office. Approval for relevant expenditure in this Sub Area (which will use a guideline of established precedents within the Devon Sub Area) will be provided by the budget holder, the Honorary Secretary. He will normally consult with other members of the Executive prior to approval of any large or potentially contentious claim from a Devon Club. This procedure will cover both future claims and any legitimate retrospective claims for monies not yet paid due to the current disagreements in Devon.

It is further proposed that Peter Disney continues as a Delegate to Council for the RNMAA and therefore a Director of the SMAE, but now also representing only the Cornwall Sub Area. His election as Delegate is a matter for Cornwall under the terms of their Sub Area constitution. As and when Devon is re-constituted as a Sub Area, a democratic procedure will require to be established to cover the election of the Council Delegate who will be the representative for the two Sub Areas of Devon and Cornwall.

- ii. To request Full Council agree to the proposed Revised Articles of Association. Following such Council agreement these Revised Articles will be put forward to seek their formal adoption at the 2011 AGM. These Revised Articles now meet the requirements of the Companies Act 2006 and embody the existing Articles plus changes arising from Model Articles supplied by Farrer & Co – lawyers to the Sports Council. In the process the articles now extend to 56 pages rather than the 18 pages of the existing Articles. A few significant changes are introduced and, to save people reading through such a large document as essentially created by lawyers, a synopsis of these key changes are listed in the appendix to this proposal. Copies of the full text of the proposed Articles are of course available in either electronic or hard copy form to any Council member who wishes to see the entire document.

- 10 To receive a report from the Technical Secretary.
- 11 To receive a report from the Competition Secretary to include the following:
  - a Receipt and ratification of any contests for next year's FAI Calendar.
  - b Ratification of fees for FAI Licences for next year. (Present fees: FAI stamp: Seniors £10 & Juniors £5; Booklet: £5; replacement licences including the FAI stamp (ie lost or damaged in the current year): £5.

- 12 To receive a report from the Records Officer to include the following British Record Claims:
- |          |  |                            |
|----------|--|----------------------------|
| a) Name  | Rodney O'Neill (078813)  |                            |
| Class    | Living Room Stick Rubber Powered (CAT II Ceiling Height 8-15 mtrs) |                            |
| Site     | Boulby Potash Mine, North Yorkshire                                | 19 <sup>th</sup> June 2011 |
| Duration | 7 mins 28 secs   |                            |
| b) Name  | Ken Morrissey FSMAE (002525)                                       |                            |
| Class    | F2A  |                            |
| Site     | F2 European Championships, Poland                                  | 29 <sup>th</sup> July 2011 |
| Speed    | 307.4 kph  |                            |
- 13 To receive a report from the Public Relations Officer.
- 14 To receive a report from the FAI Delegate, to include:
- The agreement of the CIAM Education Sub-Committee Delegate.
  - To discuss and vote on CIAM Aeromodelling Scholarship applications.
- 15 Next year's Major Events:
- To discuss venues.
  - To accept co-ordinators.
  - To ratify the Power Nationals Co-ordinator.
- 16 To receive a report from the Power Nationals Co-ordinator and the appropriate Technical Committees on the BMFA National Championships held since the last Council Meeting in May.
- 17 To receive a report from the Chairman of the Awards Committee.
- 18 To receive a proposal from RC Power Technical Committee that Full Council grant limited use of metal blades as deemed appropriate by the AHA in liaison with the Technical Council, the BMFA Office and the CAA. Initial permission to be granted in consideration of the following factors:
- Weight of airframe – min 7kg  
Origin of blade  
Material specification  
Ongoing monitoring  
With permissions granted individually by the CAA through the BMFA head office.
- 19 To receive any reports from the following Delegates (reports should be brief, preferably in writing and in advance).
- Royal Aero Club (RAeC)
  - General Aviation Safety Council (GASCo)
  - Air Prox
  - Sport & Recreation Alliance (Formerly CCPR)
  - General Aviation Awareness Council (GAAC)
- 20 To receive any reports from the following Committees (reports should be brief, preferably in writing and in advance):
- CAA Team
  - UK Radio Control Council (UKRCC)
  - Education Working Group

- d Flight Challenge/University Challenge
- e Computer Sub-Committee
- f Safety Review Committee
- g Achievement Scheme Review Committee
- h BMFA News Publishers
- i Flying Site Adviser's Report
- j BMFA Archivist Report

21 Any Other Business.

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

22 Date of next meeting.

Linda Harding  
Office Manager  
19<sup>th</sup> August 2011

**Circulation:** All Council Members

**Copies to:** All Area Chairmen  
All Area Secretaries  
All Technical Committee Chairmen  
All Technical Committee Secretaries  
Selected Fellows  
BMFA News Editor  
Flying Site Adviser

Selected Area Officer R Allam  
Power & S/F AS Controllers  
Chief Executive  
Development Officer  
Office Manager  
Accounts Manager



**SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.**  
**(T/A British Model Flying Association)**

**PROPOSAL FORM**

Please indicate appropriate Council Agenda **FULL/ AREA/ TECHNICAL/ EXEC** (delete if inapplicable)

Proposal must reach the Chief Executive no later than the MONDAY, 26 days prior to the Council Meeting. If the proposal is not received by that date then it will go forward to the next appropriate meeting.

Only Council Members (Elected Officers and co-opted Technical Committees) and Area Committees may offer proposals. A separate sheet may be used and attached for long proposals or reasons.

**PROPOSAL**

All supplementary members, ie mechanics (other than F2C), callers, helpers etc, of international teams representing GBR at World or European Championships should be funded to either the full amount or half of the team member amount (currently £350 or £175). This is to take effect from the 2012 championships.

The amount of funding for a supplementary team member is dependent on how much that supplementary team member contributes to each competitive flight and the proposed amounts are contained in the attached table. For new championship classes in the future, Council shall decide on the amount of funding for any associated supplementary member at the time it agrees to fund the team members.

**REASON:**

Costs of entering Continental and World championships as a "helper" are generally considerably less than for the corresponding team member, although other costs such as travel and accommodation will be the same. However the supplementary team member receives no official recognition such as medals in the event that the pilot or team is placed in the championship despite the work he will have done during the Championship. See attached paper for more details.

**AREA COMMITTEES:**

Proposed by: _____ Club	Signature of Club Delegate*
Seconded by: _____ Club	Signature of Club Delegate*
Date of Area Meeting _____	Voting Results: For _____
	Ags _____
	Abs _____

Date: \_\_\_\_\_ AREA \_\_\_\_\_

\*Note: Delegate **MUST** be approved by majority of the Club Committee.

**TECHNICAL COMMITTEES:**

Proposed by: Technical Committee	Date of Meeting _____	Voting Results: For _____
		Ags _____
		Abs _____

Date: \_\_\_\_\_ Signature of Committee Secretary \_\_\_\_\_

**ELECTED OFFICERS:**

Proposed by: **Keith Lomax FSMAE**  
 Date: **14<sup>th</sup> August 2011**

Elected Post: **Honorary Treasurer**  
 Signature of Officer: **Sent Electronically**

**Proposed Funding Levels for Supplementary Team Members**  
(Where they are funded by BMFA for World and European Championships)

<b>FAI Class</b>	<b>Class Name</b>	<b>Supplementary Role</b>	<b>Level of involvement</b>	<b>Proposed funding</b>
F2D	Control Line Combat	Mechanic	Launch model, and perform restarts / launches throughout	Full
F3B	RC Multi Task Thermal Soaring	Winchman	Operate electric winch during launch	Half
F3D	RC Pylon Racing	Pitman	Launch model then call throughout flight	Full
F3J	RC Duration Thermal Soaring	Towman	Assist pilot with launch	Half
F3K	RC Thermal Soaring	Spotter	Assist pilot in avoiding other competitors	Half
F5D	RC Pylon Racing (Electric)	Pitman	Launch model then call throughout flight	Full

**Proposed Policy for International Team Funding, 2012 Onwards**

**Current Situation**

Funding for International teams from centralised funds is intended to cover Entry and Banquet fees for Team Members representing GBR in World and European championships, and to make a contribution towards accommodation costs for World Championships only. A higher amount is paid to Team Managers – to cover all costs.

Team Member (World Championships – WCh)	£400
Team Member (European Championships – ECh)	£225
Team Manager (WCh and ECh)	£900

These amounts have been fixed for at least eight years.

Assistant Team Managers for Free Flight (F1A-B-C) and Control Line (F2A-B-C-D) (and Space Modelling if a full senior and full junior team attend), are funded at the same rate as Team Managers.

“Supplementary Team Members” – ie those who assist the team members (pilots) – are part of the official GBR Team, but are not recognised as team members by the FAI and, therefore, neither by the organisers in terms of medals, certificates, or podium presentations. These include Mechanics (Pitmen) in Control Line Combat (F2D), Callers in RC Pylon Racing (F3D and F5D), Winchmen/Towmen in RC Silent Flight (F3B/F3J). They are usually required to pay a reduced entry fee. Depending on the class, some of these are paid the full Team Member rate, whilst others are paid a lesser amount that covers just the reduced entry fee and banquet costs.

In practice, the budget has to be calculated on the assumption that full teams are sent to each event on the calendar. However, for various reasons, either a reduced team (or even no team) is sent to some Championships, and occasionally Championships are not held. In the past, any unallocated surplus was returned to the General Fund but in January 2010 Full Council approved some of this unallocated amount being used to offset part of any unusually high entry fees that some Championships levy. This further allocation is at the Competition Secretary’s discretion after analysing all the entry fees. Additionally, Team Managers should not be expected to financially support their posts, therefore, all reasonable out of pocket costs that relate to the role of GBR Team Manager are reimbursed after careful scrutiny of the claim by the Competition Secretary.

In addition to this, Team Members in most cases receive some support from the appropriate Team Travel Fund (at the discretion of the respective Technical Committee). There may occasionally be further financial support for some teams from some Specialist Bodies, BMFA Area Committees, Sponsorship, and Local Authority Grants, which can help towards travel and other associated costs.

We currently budget for approximately 80 Team Members and 20 Team Managers (including Assistant Team Managers) each year.

### **Discussion**

At the January Council meeting, the Competition Secretary, Honorary Treasurer and Accounts Manager were tasked with considering the current situation and recommending any required changes in policy. It is intended that a proposal will be made to the September Council meeting to change the allowances and budget as follows:

#### **1. Payment Philosophy**

It was considered whether payments should continue to be made on the basis of fixed allowances, or to pay entry fees, banquet costs and an additional contribution towards accommodation ("cost-plus"). The latter would have the advantage of levelling out the relative contributions towards accommodation irrespective of the entry fees, but a disadvantage of (i) increased difficulty in budget setting as actual entry costs are rarely known until some time after the budgets are set, and vary continuously due to exchange rate movements and (ii) increased difficulty in administration of the accounts. On the basis that the current system has worked well for a number of years and no complaints have been received, it was agreed that there is no need to change it at this point.

No changes are proposed to Team Manager allowances, nor to the policy of reimbursing reasonable, authorised Team Manager expenses beyond the allocated allowance.

#### **2. World / European Championships**

Analysis of the last ten years' entry costs revealed that:

- There is little, if any, difference between entry fees for WCh or ECh.
- The majority of WCh are, in any case, held in Europe.
- Any variation in travel costs should be met by other funding sources – especially as many ECh are now held in Eastern Europe where travel costs are comparable to, or even more than, some non-European destinations.

We will therefore propose that the Team Member allowance for World and European Championships be paid at the same level. A proposed figure of £350 per team member would require a modest £3,000 (approximately) additional budget per year.

#### **3. Supplementary Team Members**

As mentioned above, there are varying roles, without which the recognised Team Members would have, to a lesser or greater degree, difficulty in competing, or, indeed, if they could compete at all. These roles have the following characteristics:

- Reduced entry fees.
- No official recognition as part of the team, if successful.
- Depending on the role, the level of involvement varies from brief involvement at the start of the flight, to full participation during the round.
- All can impact on the performance of the pilot.
- Some can cause the pilot to be penalised to a greater or lesser degree or be disqualified.

Cont/.....

*Cont/d....*

Currently, F3D/F5D callers, F2D mechanics and F3J towmen receive the same allowance as Team Members, whilst F3B winchmen and F3K spotters receive a reduced rate consisting of only the “helpers” entry fee and banquet cost.

We agreed that we should continue to pay supplementary Team Members at two levels, depending on the level of involvement in each flight – those who are involved and active throughout the flight should receive the same as Team Members, whilst those whose involvement relates to only parts of the flight should receive a lesser amount based on the entry fee and banquet costs plus a contribution towards accommodation. After reviewing the recent costs charged, and the fees (where known) for the 2011 Championships, for reasons of consistency with the policy for Team Members, and simplicity of budgeting it was decided to set the lower allowance level at a fixed amount of half of the team member allowance – or £175 which is the entry fee, the banquet fee and a contribution towards accommodation.

**Next Steps**

This will be presented as a proposal on the next Full Council meeting agenda. All Technical Committees and Areas are requested to please ensure that their Representative/Delegate is sufficiently briefed for the discussion.

*Original Signed*  
*Signed*

Jo Halman, FSMAE  
Sargeant  
Competition Secretary/  
Manager  
International Teams Budget Holder

*Original Signed*

Keith Lomax, FSMAE  
Honorary Treasurer

*Original*

Sian  
Accounts

**SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.**  
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**PROPOSAL FORM**

Please use BLOCK LETTERS

Please indicate appropriate Council Agenda: FULL

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It is further proposed the Peter Disney continues as a Delegate to Council for the RNMAA and therefore a Director of the SAME, but now also representing only the Cornwall Sub Area. His election as Delegate is a matter for Cornwall under the terms of their Sub Area constitution. As and when Devon is re-constituted as a Sub Area, a democratic procedure will require to be established to cover the election of the Council Delegate who will be the representative for the two Sub Areas of Devon and Cornwall.

REASON: As is very apparent from the voluminous and acrimonious correspondence emanating from Devon, current arrangements have broken down and there was a frustrated attempt to implement an EGM with a motion of no confidence in the existing committee. Copies of a representative selection of this correspondence is available for any Council member who wishes to read it.

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ELECTED OFFICERS:

Proposed by: Robin Sleight MBE                      Elected Post : Honorary Secretary

Date: 27 July 2011                      Signature of Officer *Original signed*

**SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.**  
**(T/A British Model Flying Association)**

**PROPOSAL FORM**

Please use BLOCK LETTERS

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**PROPOSAL**

To request Full Council agree to the proposed Revised Articles of Association. Following such Council agreement these Revised Articles will be put forward to seek their formal adoption at the 2011 AGM. These Revised Articles now meet the requirements of the Companies Act 2006 and embody the existing Articles plus changes arising from Model Articles supplied by Farrer & Co – lawyers to the Sports Council. In the process the articles now extend to 56 pages rather than the 18 pages of the existing Articles. A few significant changes are introduced and, to save people reading through such a large document as essentially created by lawyers, a synopsis of these key changes are listed in the appendix to this proposal. Copies of the full text of the proposed revised Articles are of course available in either electronic or hard copy form to any Council member who wishes to see the entire document.

**REASON:**

Such changes bring the existing Articles of Association (which were adopted in 1991) up to date and in line with the Companies Act of 2006. The legal situation is unchanged in that the 2006 Act provisions would in any case have taken precedence over these 1991 Articles. The revised Articles also result in a number of changes to improve the governance of the Society in line with current best practice.

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**ELECTED OFFICERS:**

Proposed by: G R Sleight MBE

Elected Post: Hon Secretary

Date: 29 July 2011

Signature of Officer *Original signed*

## Appendix to Proposal to September 2011 Full Council

On

### Revised Articles of Association

#### Synopsis of key changes relative to the Articles of Association.

(References to Articles below are to the numbering in the Revised Articles)

Article 11.1 Any director may call a meeting of the Council by giving notice of the meeting to the directors or by directing the Secretary to give such notice.

*Note- to comply with Companies Act 2006*

#### .Article 12

A director who is absent from the Territory shall be entitled to notice of a meeting if he has provided a valid email address.

In determining whether directors are participating in a meeting of the Council, it is irrelevant where any director is or how they communicate with each other.

If all the directors participating in a meeting of the Council are not in the same place, they may decide that the meeting is to be treated as taking place wherever any of them is.

*Note- to comply with Companies Act 2006*

#### Article 13

The quorum for meetings of the Council may be fixed from time to time by a decision of the directors, but it must never be less than three directors who are members of the Executive, plus seven other directors and unless otherwise fixed it is an overall minimum of ten.

*Companies Act requires a formal definition of a quorum – this matches to the SAME organisation*

#### Article 20 Elected Directors

Each Elected Director shall serve for a TWO year term from the annual general meeting at which he is elected to the annual general meeting in the SECOND year after his election but shall be eligible for re-election for up to FOUR further terms of two years. Following that 10 year period he may serve further terms in the same position subject to (a) agreement by a 75% majority of Council to accept the nomination of that Director to stand again for election and (b) subsequent election, in the normal way, by members.

*Note - The lawyers advising the Sports Council were definite that some limit on length of service should be defined. With the complexity of the Rules, Organisation and History of the SAME, it is not sensible to have people in office for only short terms, especially recognising the very real issue of getting suitable and willing volunteers. This clause allows a 10 year period of office with unlimited extensions possible subject to any possible lack of support for that extension from the Executive*

Article 21 Termination of director's appointment

21.8 that person is requested to resign by a 75% majority of all the other members of the Council acting together;

*Again as suggested by the Companies Act 2006*

Article 29 Membersip

Modify para 29.1.8 to include the words “and Honorary Members” as follows:

29.1.8 Members of all classes, except the Royal Aero Club, Fellows, and Honorary Members shall be subject to annual re-election.

Article 31 Termination of membership

- a. It shall be the duty of the Council, if at any time it shall be of the opinion that the interests of the Society so require, by notice in hard copy form sent by prepaid post to a member's address, to request that member to withdraw from membership of the Society within a time specified in such notice. No such notice shall be sent except on a vote of the majority of the directors present and voting, which shall represent a 75% majority of the total number of the Council members present.
- b. If, on the expiry of the time specified in such notice, the member concerned has not withdrawn from membership by submitting notice in hard copy form of his resignation, or if at any time after receipt of the notice requesting him to withdraw from membership the member shall so request in hard copy form, the matter shall be submitted to a properly convened and constituted meeting of the Council, or such sub-committee to which it has delegated its powers. The Council, or sub-committee and the member whose expulsion is under consideration shall be given at least 14 days' notice of the meeting, and such notice shall specify the matter to be discussed. The member concerned shall at the meeting be entitled to present a statement in his defence either verbally or in hard copy form, and he shall not be required to withdraw from membership unless a majority of the Council members, or sub-committee members, present and voting shall, after receiving the statement in his defence, vote for his expulsion, or unless the member fails to attend the meeting without sufficient reason being given. If such a vote is carried, or if the member shall fail to attend the meeting without sufficient reason being given, he shall thereupon cease to be a member and in the case of a Voting Member his name shall be erased from the register of members. The Council may exclude the member from the Society's premises until the meeting considering his expulsion has been held. For the avoidance of doubt, the member shall be entitled to attend

the Society's premises to attend that meeting (if it is held at them) for the purpose of making his representations. A Member may appeal against such decision by notifying the Council who shall put the matter to a general meeting for it to be decided by a majority vote of the members present and voting at such meeting. If the Council's decision is upheld, the member will be liable for the costs of holding the general meeting.

*Note - The Sports Council lawyers emphasised that any Articles in this litigious day and age had to include a clear set of criteria for dismissing a member.*

Article 48 No right to inspect accounts and other records

Except as provided by law or authorised by the Board or an ordinary resolution of the Society, no person is entitled to inspect any of the Society's accounting or other records or documents merely by virtue of being a member.

*Note - This is wording suggested by the lawyers relative to compliance with the 2006 Act.*

1 JUL 2011

BRITISH MODEL FLYING ASSOCIATION – BRITISH NATIONAL RECORD CLAIM FORM  
**INDOOR & FREE FLIGHT ONLY**

Please print clearly

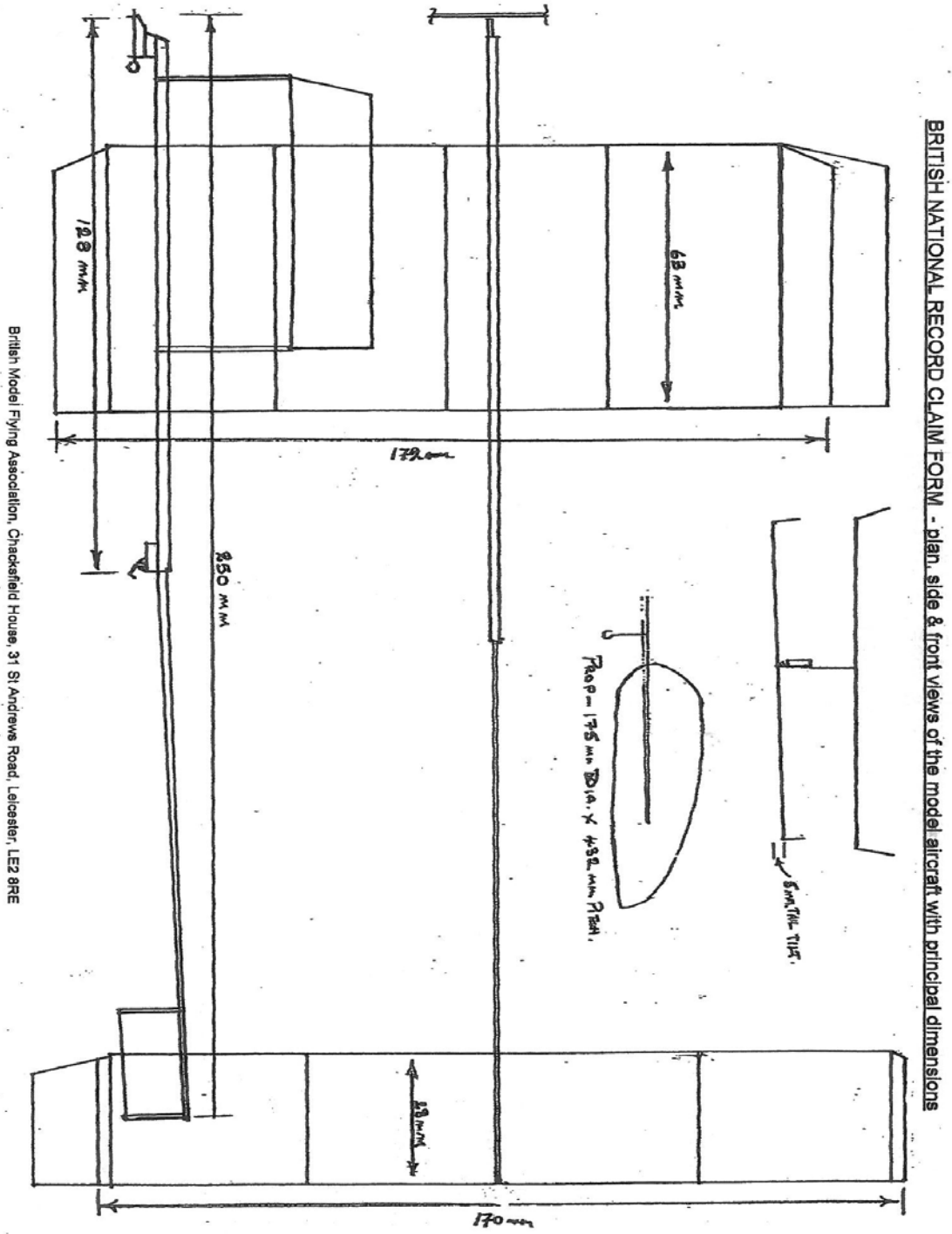
RECORD CLASS NUMBER: 173 b  
 RECORD CLASS: LIVING ROVER STICK RUBBER POWERED  
 NAME OF CLAIMANT: RODNEY O'DELL  
 ADDRESS: 10, DERRKOTT GREEN

SPECIFICATION OF MODEL AIRCRAFT	
WING SPAN	178 mm
WING AREA	108 sq. cm
WING LOADING	0.0049 g/cm
TAIL AREA	48 sq. cm
WING CHORD (Indoor)	63 mm
OVERALL LENGTH	950 mm
FUSELAGE CROSS SECTION (Vintage only)	N/A
TOTAL WEIGHT	0.459 gm
CEILING HEIGHT (Indoor)	14.9 m
N° OF STRANDS	2
SIZE OF STRANDS	0.030 x 0.040
WEIGHT OF MOTOR	0.49 gm
MAKE OF ENGINE	N/A
TYPE OF ENGINE	N/A
CAPACITY	N/A
TYPE OF CELL (electric only)	N/A
METHOD OF LAUNCH	N/A
LENGTH OF TOW LINE	N/A
OWN/PROPRIETARY DESIGN (name of):	RE'VNOI

MEMBERSHIP N°: 078813  
 SIGNATURE: Rodney O'Dell  
 NAME OF CLUB: BALFAS MODEL FLYING CLUB  
 FA LICENCE N° (For World Records) :  
 CATEGORY: RUBBER GLIDER POWER (circle & delete as appropriate) POWER ENGINE RUN: N/A secs  
 DURATION: 7 mins 28 secs DISTANCE: N/A km ALTITUDE: N/A m SPEED: N/A mph  
 DATE OF FLIGHT: 19/06/2011 VENUE: Balfas, Balfas Mine, N. Yorkshire  
 WIND SPEED: N/A mph TEMPERATURE: N/A °C HUMIDITY: N/A % PRESSURE: N/A MB  
 OTHER WEATHER: SUN OVERCAST RAIN VARIABLE (circle & delete as appropriate)  
 We, the undersigned, certify that we witnessed and, with appropriate certified equipment, timed the flight claimed above and that the details of the model aircraft are as stated.  
 NAME (pmn): Elizabeth Robinson SIGNATURE: E. Robinson  
 CLUB: Balfas Model Flying Club BMFA N°: 142822 DATE: 28.6.2011  
 NAME (pmn): SIGNATURE: CLUB: BMFA N°: DATE:

THIS FORM MUST BE FULLY COMPLETED AND SENT TO THE BMFA RECORDS OFFICER, CHACKSFIELD HOUSE, 31 ST ANDREWS ROAD, LEICESTER, LE2 8RE

FOR OFFICIAL USE ONLY	CLAIM RECEIVED ON: .....	RATIFIED BY FULL/TECHNICAL COUNCIL ON: .....
	CERTIFICATE ISSUED ON: .....	ISSUED BY: .....



BRITISH NATIONAL RECORD CLAIM FORM - plan, side & front views of the model aircraft with principal dimensions

British Model Flying Association, Checkfield House, 31 St Andrews Road, Leicester, LE2 8RE

BRITISH MODEL FLYING ASSOCIATION – BRITISH NATIONAL RECORD CLAIM FORM  
CONTROL LINE ONLY

Please print clearly

RECORD CLASS NUMBER: **203** NAME OF CLAIMANT: **KEN MORRISSEY**  
 RECORD CLASS: **F2A** ADDRESS: **26 QUEENSWAY**

SPECIFICATION OF MODEL AIRCRAFT	
WING SPAN	998
WING AREA	3.85
TAIL AREA	1.47
WING LOADING (Speed only)	
CROSS SECTIONAL AREA (F2C only)	-
TOTAL WEIGHT	465 grams
MAKE OF ENGINE	HACMAN SPECIAL
TYPE OF ENGINE	GLow I/c
CUBIC CAPACITY	2.49 cc
LINE LENGTH	17.69 METRES
LINE DIAMETER	4 mm
MONOWIRE/TWO LINE	2 LINES
OWN/PROPRIETARY DESIGN (name of):	OWN

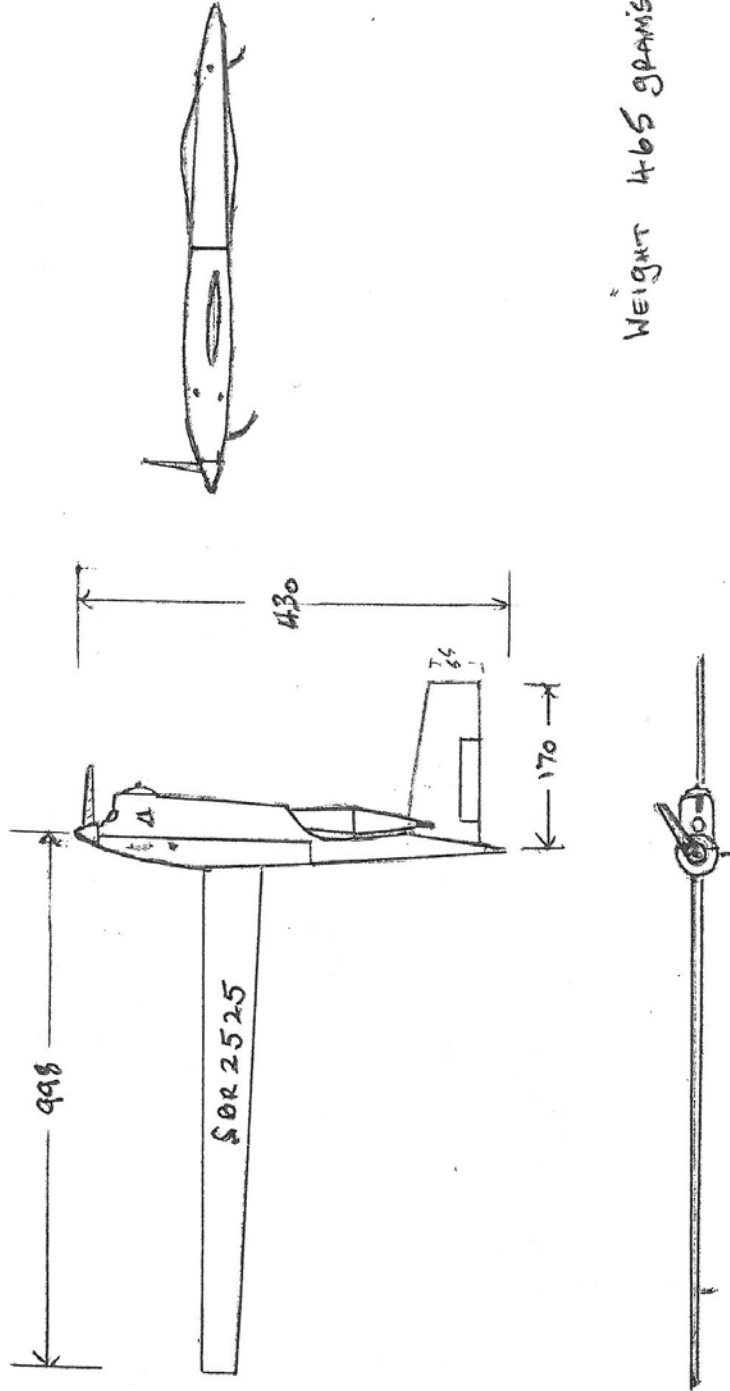
MEMBERSHIP N°: **002525** SIGNATURE: *[Signature]*  
 NAME OF CLUB: **SHARSTON M.A.C**  
 FAI LICENCE N° (For World Records): **GBR 002525**  
 CATEGORY: **SPEED** YANTAGE SPEED **307.4** TEAM RACE **n/a**  
 SPEED RECORDS: **307.4** HANDICAP %: **n/a**  
 TEAM RACE RECORDS: Race Time = **00:00:00** Mins Secs Head/Final (delete as necessary)  
 DATE OF FLIGHT: **29 JULY 2011** VENUE: **FALSBOROUGH CHAMPIONSHIPS**  
**CESTOCHOWA, POLAND**  
 WIND SPEED: **5** mph TEMPERATURE: **24** °C HUMIDITY: **47** % PRESSURE: **983** MB  
 OTHER WEATHER: **SUN** OVERCAST RAIN VARIABLE (circle & delete as appropriate)

We, the undersigned, certify that we witnessed and, with appropriate certified equipment, timed the flight claimed above and that the details of the model aircraft are as stated.

NAME (print): **DO HALMAN** SIGNATURE: *[Signature]* NAME (print): **JO HALMAN** SIGNATURE: *[Signature]*  
 NAME (print): **N/A** SIGNATURE: *[Signature]* NAME (print): **N/A** SIGNATURE: *[Signature]*  
 DATE: **08 AUG 2011** DATE: **N/A**  
 THIS FORM MUST BE FULLY COMPLETED AND SENT TO THE BMFA RECORDS OFFICER, CHACKFIELD HOUSE, 31 ST ANDREWS ROAD, LEICESTER, LE2 8RE

FOR OFFICIAL USE ONLY	CLAIM RECEIVED ON: .....	RATIFIED BY FULL TECHNICAL COUNCIL ON: .....
	CERTIFICATE ISSUED ON: .....	ISSUED BY: .....

BRITISH NATIONAL RECORD CLAIM FORM - plan, side & front views of the model aircraft with principal dimensions  
BRITISH NATIONAL RECORD CLAIM FORM - plan, side & front views of the model aircraft with principal dimensions




British Model Flying Association, Chacksfield House, 31 St Andrews Road, Leicester, LE2 8RE

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```

# TT      F2A      Fri Jul 29 2011 11:59:14Round: 4      E/Ch 2011
# Comp: 11      Morissey, Ken GBR      Attempt: 1
# ETime    MTime1  MTime2  MTime3  ESpeed  MSpeed  EResult  MResult  Ruling
      11.7074  0.00   0.00   0.00   307.498  0.00   307.4    0.0     $ Electronic
# Timed Flight Laps: 5 - 13
# Individual laps:
# Lap      Speed(km/h) Time Stamp  Course Speed(km/h)
0          53.3741474
1  301.877      54.6991899
2  306.550      56.0040352
3  302.384      57.3268550
4  303.596      58.6443971
5  306.033      59.9514450
6  306.754      61.2554204
7  304.288      62.5699645
8  307.128      63.8723516
9  308.995      65.1668729  305.273
10 309.328      66.4599988  306.101
11 309.010      67.7544548  306.372
12 308.474      69.0511619  307.054
13 307.544      70.3517898  307.498
14 307.187      71.6539272  307.627
15 299.838      72.9879803  306.838
16 285.958      74.3867860  304.650
17 221.089      76.1960158  292.121
18 128.918      79.2987671  254.743
19 84.022       84.0594250  204.552
# Handle Events:
# Engaged          55.6725506
    
```

**Cerified as a true extract from the TransiTrace log.**

Signed:   
 Mrs Jo Halman  
 FAI Jury President

Date: 5th August 2011

**SOCIETY OF MODEL AERONAUTICAL ENGINEERS LIMITED**  
(t/a British Model flying Association)

## P R O P O S A L F O R M

Please use **BLOCK LETTERS**.

Please indicate the appropriate Council Agenda: FULL /  
(delete those which are inapplicable)

**Proposals must reach the General Secretary no later than the Monday, 26 days prior to the Council Meeting.** If the proposal is not received by that date, then it will go forward to the next appropriate meeting.

Only Council Members (Elected Officers and co-opted Technical Committees) and Area Committees may offer proposals. A separate sheet may be used and attached for long proposals or reasons.

**PROPOSAL:**

That Full Council grant limited use of metal blades as deemed appropriate by the AHA in liaison with the Technical Council, the BMFA Office and the CAA.

Initial permission to be granted in consideration of the following factors.

Weight of airframe : min 7kg

Purpose of use : non aerobatic only

Origin of blade

Material specification

Ongoing monitoring.

With permissions granted individually by the CAA through the BMFA head office.

**REASON:**

*To allow a greater degree of safety when using turbine models and also to bring the UK in line with the rest of Europe and the USA.*

*Please see attached document.*

**ELECTED OFFICERS**

Proposed by:

Elected Post:

Date:

Signature of Officer:

**TECHNICAL COMMITTEES**

Proposed by: RCPTC

Technical Committee

Date of Meeting: **1/8/11 EMAIL VOTE**

Voting Results: For **8**

Against **0**

Abstentions **4**

Date: 1/8/11

Signature of Committee Secretary: **SIGNED COPY WITH OFFICE**

**AREA COMMITTEES**

Proposed by:

Club

Signature of Club Delegate\*:

Seconded by:

Club

Signature of Club Delegate\*:

Date of Area Meeting:

Voting Results: For

Against

Abstentions

Date:

AREA:

**\*NB:** The Club Delegate **MUST** be approved by the majority of the Club Committee.

Metal Helicopter Blades.  
Supporting information.

Introduction

The use of metal rotor blades on model helicopters is currently prohibited by the wording in the BMFA handbook and also the CAA document CAP658, historically this has not presented a problem as there has been little desire to utilise blades constructed of this material.

Developments

In recent years commercially available metal blades have now become available, manufactured by a German company and have found favour in the European market and are also gaining popularity in the American market, particularly with modellers of large scale helicopters.

This has led to an interest from some UK pilots who participate in this branch of model helicopter flying. Over the past two years the BMFA and AHA has received a number of queries asking whether the "ban" on metal blades could be lifted.

More recently there has been an official application to the BMFA to address this matter.

Current Status

The Association of Helicopter Aerospots (AHA) is the specialist body within the BMFA charged with looking after all issues relating to model helicopter operation and safety.

Representation has been made by the AHA to the BMFA Technical Council for permission for the use of these blades to be granted, the Scale Representative from the AHA attended a meeting of the Technical Council to carry out a presentation regarding the use of these blades, the presentation included the provision of a set of sample blades as well as test data and failure mode information obtained by interested users.

Technical Council voted that they did not have the necessary expertise within their number to make a decision and referred the matter to the Safety Review Committee which is scheduled to meet next September.

At the September meeting of the SRC it is most likely that the finding of the meeting will be, that the SRC does not have the necessary expertise to within its membership to make a valid decision on the use of metal blades and will refer it back to the AHA as the experts on all matters relating to helicopter safety, thus the matter will have gone full circle with little progress.

The CAA Position

The BMFA recently hosted a meeting with the CAA to review the document CAP658, George Duncan of the CAA (Flight Operations Inspectorate) attended this meeting and the matter of metal rotor blades was raised with him.

The current position and recent developments were outlined to George and he was asked whether he felt that removal of the metal rotor blade prohibition in CAP658 was possible.

George's view was that the reference to these blades should be left "as is" for the current update but outlined that he would be happy to issue a CAA letter of approval for use with conditions in order to make a limited trial of metal blades both feasible and legal.

Broad principal were discussed and concluded that limited use with conditions referring to model weight and non aerobatic use would be a reasonable starting point, (as these blades are favoured for large scale models, it was felt that a limit to over 7kg models was a sensible move)

A Solution

Given that the likely series of events will lead to the matter being referred back to the body of origin (the AHA) it would seem that an "enabling" proposal would help to move this matter forward in a more timely manner.

Given that the AHA are the specialist body for model helicopter flying it would seem sensible to arrive at a position that permitted limited trials of metal blades under their auspices and guidance

With permissions granted individually by the CAA through the BMFA head office.

Model helicopters weighing over 20kg require an exemption to fly and the fitment of metal blades will require the approval of an LMA inspector in addition to the letter granting permission from the CAA.

The Recommendation

That Full Council grant limited use of metal blades as deemed appropriate by the AHA in liaison with the Technical Council, the BMFA Office and the CAA.

Initial permission to be granted in consideration of the following factors.

Weight of airframe (min 7kg)

Purpose of use (non aerobatic)

Origin of blade

Material specification

Ongoing monitoring.