

Approved Minutes from the RCPTC
Held at the BMFA headquarters Leicester 9th Dec 2007
Opened at 11.03am

Present:

Pete Christy	(Elected)
Les Eagle	(Elected)
S. Ogden	(Elected)
Keith Barker	(Elected)
Pete Cappleman	(Elected)
David Tappin	(JMA)
Dave Pacey	(AHA)
Dave Lucas	(IMAC)
John Barker	(BMPRA)
Andy Prime	(GBRCAA)
Darron Rodrigues	(UK F5D)
Richard Cant	(GTBA)
John Mee	Guest (non-voting)
Tom Wilkinson	Guest (non-voting)

1) Election of officers

1a) Election of Chairman:

Peter Christy was proposed by Les Eagle, and seconded by Peter Cappleman.
(Only the 5 elected members of the Committee could vote at this point)

There were 5 votes in favour, non against, and no abstentions.

1d) Acceptance of voting Specialist Body Representatives.

Representatives were present from the AHA, BMPRA, GBRCAA, IMAC, JMA, GTBA and UK_F5D.

It was noted that there was no representative from the British Waterplane Association present.

Steve Ogden queried whether the Committee could accept the F5D representative. It was stated that they were about to hold an inaugural committee meeting with a view to seeking specialist body status. The Chairman pointed out that in view of the serious rules issue pertaining to F5D further down the agenda; the Committee really needed the F5D representative on board. He also noted that Council had decreed that F5D be transferred to the RCPTC, and that they must presumably have intended them to be represented somehow.

Following this brief discussion, acceptance of these Specialist Body Representatives was proposed by Les Eagle, and seconded by Steve Ogden.

There were 5 votes in favour, none against and no abstentions.

This brought the voting strength of the meeting up to 12.

1e) Election of Secretary.

Dave Pacey was proposed by Les Eagle, and seconded by Peter Cappleman.

There were 11 votes in favour, none against, and 1 abstention.

1f) Election of Treasurer

John Barker was proposed by Steve Ogden and seconded by Keith Barker
There were 12 votes in favour none against and no abstentions.

1g) Election of Council Delegate.

Steve Ogden was proposed by Andy Prime and seconded by Dave Lucas.
Les Eagle was proposed by Peter Christy and Seconded by Keith Barker.

There were 5 votes for Steve Ogden, 6 votes for Les Eagle, and 1 abstention.

Les Eagle was therefore elected as Council Delegate.

1h) Election of PRO.

Peter Cappleman was proposed by Les Eagle, and seconded by Keith Barker.

There were 12 votes in favour, none against and no abstentions.

1i) Election of Safety Officer.

Darren Rodriguez was proposed by John Barker, and seconded by Les Eagle.

There were 12 votes in favour, non against and no abstentions.

1j) Appointment of Committee Results Officer.

Keith Barker was proposed by Peter Christy, and seconded by Les Eagle.

There were 12 votes in favour, non against and no abstentions.

It was decided that the Treasurer should be the budget signatory for the Team Travel Fund, and there were 12 votes in favour, non against and no abstentions.

2) Apologies

There were no apologies received

3) Minutes form the previous meeting

The BMPRA representative requested a minor amendment to the minutes regarding the near loss of an aircraft using 2.4 GHz at the World Championships.

The Chairman noted that, in his previous capacity as Secretary, he had received copies of the Futaba 2.4 GHz instruction sheets. These clearly indicated that the information provided at the last meeting was in error, and that Futaba did in fact recommend mounting the aerials at 90 degrees to each other. He proposed adding a footnote to the minutes to rectify this matter.

With these amendments, approval of the minutes was proposed by Les Eagle and seconded by Peter Cappleman. The minutes were approved with 7 votes in favour, 0 against and 5 abstentions.

(Note: new members who had not been at the previous meeting were advised to abstain by the Chairman, as they would be unable to vouch for the accuracy of the minutes)

4) Matters arising

a) There was an update and brief discussion on 2.4GHz equipment.

It was mentioned that due to each manufacturer offering different facilities, for example Model Match on the Spectrum unit, that it is most important that the instructions are properly read and understood before use. Not all systems – even from the same manufacturer - provide the same facilities!

The use of this type of unit in no way does away with the need for proper pre flight checks and a duty of care. It was agreed that this was no different than when using 35MHz equipment with regard to pre flight checks.

5) Miscellaneous Appointments

There were no Miscellaneous Appointments

6) Disciplines

This had effectively been dealt with under 1d.

AHA (Helicopters F3C), BMPRA (Pylon F3D), F5D, GBRCOA (aerobatics F3A), BWA (water-planes), IMAC (large scale aerobatics), JMA (jets) and GTBA (general gas turbine powered models).

It was noted that although there was no BWA representative present, a place should be held for them until the next meeting.

7) Council Agenda

a) The Council Agenda could not be reviewed, as it had not yet been received.

b) Steve Ogden proposed that the RCPTC should have a permanent representative on the ASRC. As the RCPTC covers a majority of the disciplines and it would be advantageous for both parties to have a permanent member on the ASRC committee.

The proposal was seconded by Les Eagle.

The votes were 12 in favour, none against and none abstained.

c) At the last meeting, the Committee had reviewed and approved the joint JMA/GTBA code of practice. This had been raised at Technical Council, where it was advised that the correct procedure was to put a formal proposal to Full Council that the joint code of practice be formally adopted by the BMFA.

In his earlier role as Secretary, the Chairman had drafted a suitable proposal to this end, and offered it to the meeting. It was formally proposed by the JMA, and seconded by the GTBA.

A vote was taken with 12 in favour none against and none abstained.

The JMA and GTBA were aware that the BMFA Competition Secretary, in her role as acting Chairman of the Technical Council, had observed that there were some minor anomalies she wished to discuss with the JMA and GTBA. At the time of the meeting, she had not contacted the JMA or GTBA, and they expressed concern that any changes – however minor - could have unforeseen consequences. The Chairman stated that the information he had was that the changes were trivial, and were in the interests of consistency, though he had no further information. He knew that the BMFA Competition Secretary had been very busy of late, and expected her to make contact well before the Council meeting.

The JMA then read out the following prepared statement:

"The JMA think that the BMFA should look at safety where turbine models are being flown at shows not organised or assisted by the JMA.

Several shows were visited during the 2007 season by various members of the committee and it was noted that the flight line directors did not take action when turbine models being displayed were either being flown dangerously or in a way unsuitable for the venue and also when a turbine model was observed to hit the ground in a large loop and the pilot was not made to land to check the airframe.

Generally we feel that the standard of safety at JMA organised jet meetings is very good, with safety checks carried out on the models to check fail-safe on all models flown and also general linkage and control surface checks."

The meeting sympathised with this view, but the Chairman felt that when the BMFA formally adopted the JMA/GTBA joint code of practice, many of these poor practices would cease. However, he requested that the Delegate make sure that Council was aware

of these concerns – possibly quoting the JMA statement – when the joint code of practice proposal was discussed there.

8) Nationals de-briefing and pre-planning

A) It was mentioned that there had been concerns raised with the full-size aircraft fly pasts. This could well cause a distraction to mental preparation if a pilot was ready to fly and then had to stand down and wait for the fly past. It was suggested better communications could avoid this with less down time for the pilots and flight lines. The major problem had arisen on the Saturday, but the situation improved significantly on the Sunday and Monday

It was also agreed that the full-size displays were an important part of the event, attracting spectators, and improving revenue.

B) John Barker (BMFRA) indicated that he would like to see the crowd line moved for the Pylon Racing to enable turn one to be moved, as it was the opinion of some of the pilots that this would be better.

It was suggested that this could be brought up by him as the Nat's planning meeting if he thought it necessary.

C) The matter of overcrowding of the airspace is a perennial problem, especially in view of the size of some of the models now participating. It was suggested that the model footprint size rather than the actual model size should be something to consider when planning events.

D) Keith Barker commented that the static display in the BMFA marquee had been a very useful publicity event, and suggested that it would be nice to see a much wider range of models on display next year. He suggested that the specialist bodies should encourage their members to provide models and personnel for the static display, so that questions from spectators could be answered with the beneficial publicity that that would bring.

9) Teams

Team proposals

a) F3C

The team was proposed by P Christy seconded by L Eagle
A vote was taken with 12 in favour 0 against and 0 abstained

b) F5D

The team was proposed by John Barker seconded by P Christy
A vote was taken with 11 in favour 0 against and 1 abstained

c) F3A

The team was proposed by Andy Prime seconded by Keith Barker
A vote was taken with 12 in favour 0 against and 0 abstained

10) Team Managers and assistances

a) F3C

A team manager was proposed by P Christy seconded by L Eagle
A vote was taken with 12 in favour 0 against and 0 abstained

b) F5D

A team manager was proposed by John Barker seconded by P Christy
A vote was taken with 11 in favour 0 against and 1 abstained

c) F3A

A team manager was proposed by Andy Prime seconded by Keith Barker
A vote was taken with 12 in favour 0 against and 0 abstained

11) Competition Details

This year the office had provided a standardised form for the provision of contest entry fees. However, not all the entries on it were entirely appropriate, and some judicious editing was required!

a) RC Pylon (i/c) (F3D)

Juniors: All classes / All events £ N/A
Season Tickets: Not Available £ N/A
Centralised 1st class £15.00
Team Selection F3D Only £40.00
Nationals 1st class £20.00 per event

b) RC Pylon Electric (F5D)

Juniors: All classes / All events £ N/A
Season Tickets: Not Available £ N/A
Centralised 1st class £15.00
Team Selection
Nationals 1st class £20.00 per event

c) RC Helicopter (F3C and Sportsmans)

Juniors: All classes / All events £ N/A
Season Tickets: Not Available £ N/A
Team Selection F3C £10 (per round / two rounds)
Nationals F3C £30.00
Nationals Sportsman's £20.00

d) RC Aerobatics

Juniors: All classes / All events £ N/A

Season Tickets: Not Available £ N/A

Centralised F3A £22.00

Nationals £30.00

e) IMAC Aerobatics

Juniors: TBA

Season Tickets: TBA

Centralised: One Day TBA

Two Day TBA

12) Technical committee Annual Return

This was filled in and returned. Two Members of the committee still had to contact Linda at the office to give their BMFA numbers.

13) Safety Review

There were no reports with safety issues.

14) Technical Committee's Other Agenda Items

a) John Barker and Darron Rodrigues discussed at length the new FAI F5D rules and their implications.

This was with regard to the introduction of a Data-logger and LiPo batteries, (Ref paragraph 5.562 FAI sporting code 2008) and the two representatives believe that the new rules are un-workable. There was also a suspicion that the way the new rules had been introduced might not have followed the proper procedures and they were seeking clarification of the rules. They were also looking for the backing and support of the committee and the BMFA to get the rule issue addressed.

It was mentioned by John Barker that the rule changes could have a large impact on the UK Team in the forthcoming World Championships, as the equipment needed, a data logging and limiter unit, was not generally available.

The Committee agreed unanimously to contact both the BMFA Competition Secretary (Jo Halman) and the FAI Delegate (Jim Andrews) to express their high concern over this matter, and to encourage them to take this matter up at the highest level possible within CIAM. If necessary, it was felt that the BMFA should lodge a formal protest against the rule change.

b) Steve Ogden proposed that the Committee should consider co-opting Wayne Pendleton on to the committee.

After a brief discussion, it was felt that it was unclear what skills or knowledge Wayne would bring to the Committee that were not already represented there. A vote showed two in favour of co-option, two against and 8 abstentions.

The Chairman felt that under the circumstances, the status quo should prevail, and the co-option should not proceed. He invited Steve Ogden, the proposer, to contact Wayne and get him to present a C.V. to the Committee to explain why he felt he would be an asset, and what skills he could bring.

15) Any Other Business

The chairman announced to the committee that Julie Fisher from the AHA had been awarded a Certificate of Merit by the Royal Aero Club. This was as a direct result of one of several recommendations put forward by the RCPTC at the instigation of Steve Ogden, and the Chairman thanked him for his initiative in this.

16) Date and Venue of the next meeting

It was agreed that the next meeting of the RCPTC would be held at the BMFA Headquarters in Leicester on the 26th January 2008, opening at 11.00am

The meeting was closed with no other business at 3.30pm