

Approved Minutes from the RCPTC

Meeting Minutes
4 April, 2009

Opening:

The regular meeting of the BMFA Radio Controlled Power Technical Committee was called to order at 11.00am on 4th April 2009 in BMFA headquarters, Leicester by Pete Christy – Chairman.

Present:

Pete Christy	Chairman (Elected)
S. Ogden	Safety Office (Elected)
Keith Barker	Results Officer (Elected)
Pete Cappleman	PRO (Elected)
Darron Rodrigues	Treasurer & UK F5DA Rep (Co-Opted)
David Tappin	JMA
Dave Lucas	IMAC
Andy Prime	GBRCAA
Gerry Harrison	BWA
Geb Jones	BMPRA
Richard Cant	GTBA
Nick Lester	Fun Fly

(Voting Strength was 10)

1a Apologies for absence

Dave Pacey (AHA)
Les Eagle (Elected)

1b To accept the GTBA Representative as a voting Specialist Body Representative

Richard Cant was present to represent the GTBA.

Proposed: Pete Christy
Seconded: Darron Rodrigues

There were 10 votes in favour; 0 against; 0 abstentions. Proposal carried.

This brought the voting strength to 11.

2 Correction and adoption of the minutes from the previous meeting.

Spelling mistakes and typos were corrected throughout the document.

Corrections:

Section 1:

1c) First sentence changed as follows:

“Andy Prime (GBRCAA reported that his C/D had received a pack and”

Section 5:

The lettered paragraph sections headings were corrected as there was some duplication.

5e) The last sentence was changed to the following:

“If this option was decided on IMAC would have to arrange themselves for enough people to police spectators.”

The corrected minutes were proposed by Keith Barker and seconded by David Taplin. Voting was 10 For, 0 Against and 1 Abstention. Proposal carried.

3 Matters Arising

Section 1:

Pete Christy had spoken to Wayne with regard to the Nationals CD briefing and has confirmed that this briefing will be compulsory. Any flight line CD not attending this briefing will have their respective flight line grounded until this had taken place.

Section 5e:

Dave Lucas raised the issue of what “policing spectators” actually meant. A discussion followed. It was agreed by the meeting that IMAC will police the gate of the compound. However further clarification was still needed on policing the F3A side of the crossing point.

Section 8:

Pete Christy reported that there was Technical Council support for this but nothing had been done as they were too busy.

Section 12:

Keith Barker confirmed that the Website was up and running, but still being developed.

4 Correspondence Received

Pete Christy reported that annual returns had been received from IMAC, GBRCAA and the BMPRA.

5 IMAC

Dave Lucas raised the issue of the transporting of spectators to the IMAC flight line at the Nationals. He provided some details on the logistics. See Appendix A

Some discussion on the location of the crossing point followed as it was thought to be too close to the pylon course and landing area. It was agreed that the crossing point should be closer to the “Aerobatics 1” flight line.

Keith Barker suggested that the BMFA should be providing the marshals for the crossing point. Andy Prime suggested that the policing/marshals should be provided as part of the Nationals infrastructure. Pete Christy volunteered to write to Chris Bromley requesting/recommending this.

Pete Christy pointed out that this crossing point featured in the tech council minutes. Strong wording had been used, suggesting that anyone found crossing on their own would result in the suspension of the crossing. It was felt that this was not entirely fair for IMAC, where they find spectators are always trying to find a way to their flight line and could easily inadvertently cross without marshalling. Pete Christy would address this point at the next tech council meeting.

7 Fun Fly Rule Changes

(taken out of sequence from agenda to allow Nick to leave early)

Nick Lester presented the proposed rule changes. See appendix B for the changed rules. In summary the climb and glide task was removed from the second round and a “mystery” round was added.

The changed rules were proposed by Pete Christy, and seconded by Keith Barker. Voting 11 For; 0 Against; 0 Abstentions. Proposal carried.

Pete Christy reminded the meeting that all rule changes should be part of the January meeting to ensure that they are included in the BMFA rule book.

Nick Lester left the meeting.

6 JMA/GTBA Code of Practice

Pete Christy explained what had happened with this code of practice, with regards to why an incorrect version was published. This was due to some late amendments made in May 2008. Additionally, tech council felt that section B 2.2.2 did not meet CAA requirements and Chris Bromley had reworded it so that it would comply. However, the amendments were made to the wrong version of the document. This was the document that had been approved at the tech council meeting.

In order to rectify the situation a new proposal was required with all the necessary changes incorporated. Pete Christy had created such a version. See appendix C. This version was reviewed by the committee.

Richard Cant noted a correction. Section B 2.2.2 – “Event Organiser” should be changed to “Flight Line Controller”.

Additionally, it was felt that a clarification of “Event Organiser” was required. Change to Page 3, 2nd paragraph.

“At Club level, the role of the flight line controller should be undertaken by the club’s safety officer or any other designated club official, acting under club rules”.

A discussion was held over section F.5. Richard Cant pointed out that the BMFA had already negated noise testing for gas turbine engines as noise meters were not calibrated for gas turbine engines. This is in the BMFA handbook.

Ammendments to the Jet/Gas Turbine code of practice were proposed by Richard Cant and seconded by David Tappin. 11 For; 0 Against; 0 Abstentions. Proposal carried.

11 J Certificate

(Taken out of sequence as it was related to the preceding item)

David Tappin stated that he had reported back to the JMA AGM, that the ASRC would not be consulting with the JMA on the proposed Jet C certificate as the ASRC had already consulted some prominent jet flyers . During their meeting it had been established that one of the reported prominent jet flyers was Paul Heckles who was at the meeting. He had advised the ASRC to consult with the JMA. This was not done.

The result from the JMA AGM was that the JMA have devised their own J Certificate in liaison with the LMA/CAA. They can now test people using this schedule.

Pete Christy stated that the ASRC seem to be discouraging any input from the specialist bodies despite a directive from tech council. Are the ASRC working to the correct mandate? This issue needs to be resolved by full council.

At this point the meeting agreed to include **agenda item 9 – Heli B Cert** to the discussion. Pete Christy read out the proposal:

PROPOSAL: That the Council review the implications of recent changes made to the Helicopter “B” certificate flying schedule.

REASON: The AHA (Helicopter specialist body) believes that the revised “B” certificate no longer provides an adequate test of pilot ability for the purposes for which the “B” certificate is generally used.
Some discussion followed.

This was proposed by Pete Christy and seconded by David Tappin.
10 For; 0 Against; 1 Abstention. Proposal carried.

8a GBRCAA Noise testing methods for fixed wing models

Andy Prime pointed out the dangers of the current BMFA noise measuring methods. Walking with a model at waist height, with the model at full power, and pointing a model at full power at the tester.

Andy suggested using the FAI noise measuring method. This was illustrated in the GBRCAA rule book (relevant extract in appendix D).

The meeting agreed that current methods should be reviewed in light of the safety issues raised by Andy. It was agreed that the model should not be held; The distance the measurement is taken at should be increased and the noise level reduced. The possibility of an in flight noise test was also discussed.

Pete Christy requested for proposals to be submitted at the next meeting. Andy volunteered to gather some noise measurement data taken at different distances and orientations to help generate the new proposal.

8b GBRCAA rule change document for F3A

Andy Prime presented the proposed rule changes to the GBRCAA rule book (appendix E). The changes were just clarification on the existing rules. There was some discussion over the 1% tolerance as stated in section 4.1.6 Andy pointed out that these were as stated in the FAI rules.

Proposed by Andy Prime, seconded by David Tappin.
For 11; 0 Against; 0 Abstentions. Proposal carried.

9 Heli B Certificate

This was covered in agenda item 11.

10 BMFA Inspections

Pete Christy informed the meeting that there has been some complaints of some of the flying at various public flying events. Therefore the BMFA has decided to perform inspections at various events across the country. These inspections could either be announced or unannounced.

He also reminded the specialist bodies of the FAI doping code and that the FAI will be conducting dope testing at their events.

11 J Certificate

This was covered earlier.

12 AOB

No other business was presented.

Meeting closed at 15.05

Minutes submitted by: Darron Rodrigues