

Approved Minutes from the RCPTC
Held at the BMFA headquarters Leicester 24th Jan 2009
Opened at 11.05am

Present:

Pete Christy	(Elected)
Les Eagle	(Elected)
S. Ogden	(Elected)
Keith Barker	(Elected)
Pete Cappleman	(Elected)
Dave Pacey	(AHA)
Dave Lucas	(IMAC)
Geb Jones	(BMPRA)
Darron Rodrigues	(UK F5D)
Gerry Harrison	(B.W.A)
David Tappin	(JMA)
Mick Bull	(IMAC Guest)
Stuart Mellor	(GBRCAA Guest)
Andy Prime	(GBRCAA)

1) Apologies

There were no apologies received

The voting strength was confirmed as 12

2) Minutes from the previous meeting

Corrections were made to

- 1) 1f: Acceptance of voting specialist body representatives:
BWA added
- 2) Page 4 section 6) disciplines Gas turbine builders association
corrected
- 3) Page 7 section 11) competition details changed for entry fees
changed to correct fees

A vote was taken to confirm the corrected minutes, with 11 in favour
0 against and 1 abstention.

3) Matters arising

1a) Page 4 a email had been received by the chairman and was read out as below:

The Nationals Flight Line Controller contacted the Chairman by e-mail following publication of the minutes of the December RCPTC meeting.

He stated that he had attempted to hold a CDs briefing for the Nationals either on Friday night or Saturday morning, and had had the office send out an e-mail saying this to all CDs. He received NO replies to this e-mail, however a number of CDs complained to Chris Bromley (Nationals Co-ordinator)

That they would be unable to attend.

The Nationals Flight line Controller and Nationals Co-ordinator therefore wrote a CDs briefing sheet. This was issued to all CDs AND SIGNED FOR before

flying commenced.

In addition, the Nationals Co-ordinator e-mailed copies to CDs several days before the Nationals.

The Nationals Flight Line Controller believed that every possible effort had

been made to ensure that CDs were aware of their responsibilities.

----- Forwarded Message -----

Subject: nats

Date: Tuesday 13 Jan 2009

From: "Wayne Pendleton" <waynependleton@talktalk.net>

To: "Peter Christy" <christy@attglobal.net>

Hi Peter

thank you for your invertasion to the rcpt meet but i am unable to attend so here are my comments.

1 - I tried to get a cd briefing so i got the office to send to all cds that

there would be a briefing on friday night/sat morning I did not get a single reply to arrange it/them. BUT several cds complained

to Chris Bromley that this was not possible to not enough time, there for Chis and I made a cds briefing sheet up, this briefing sheet had in it

A- PAGE 1 GENERAL INFORMATION

B- GENERAL RADIO INFORMATION

C- PAGE 2 RADIO CHANNELS INFORMATION

D- RADIO ETIQUETTE

E- PAGE 3 FLYING TIMES

F- REPORTABLE INCIDENTS WHAT TO DO

G- VIPS AND PRESS

I put a copy of these in every cds pack witch were signed for by all cds but also Chris Bromley emailed a copy to all cds several days before the nats So i do think we should have a briefing on what to do in sertain cases that way cds will know what to do even if they can not be bothered to read what has been given them or sent

them

yours in sport
Wayne Pendleton flite line controller.

1b) Les Eagle pointed out he had put the C/D packs together for the Nationals and all the appropriate paper work had been in the pack.

1c) Andy Prime (GBRCAA) reported that his C/D had received a pack and his C/D was disappointed the C/Ds meeting had been cancelled as it was his first Nationals that he had been C/D at as this would have been very important to him.

1d) Geb Jones (BMPRA) reported he had not received a C/Ds pack and he had been over all C/D at the national for Pylon

1e) the general feeling was that the C/Ds briefing should not have been cancelled and should not be missed again

1f) the following statement was agreed on:

RCPTC Recommendation to BMFA Nationals Organisers.

CD pre-competition briefing.

Following the discovery of the lack of an 'on site' CD's briefing prior to the Nationals 2008 commencement, a very in depth discussion took place regarding this issue during the RCPTC meeting of 24th January 2009.

The outcome of this discussion was a recommendation that a CD briefing must take place on the Friday evening of the Nationals weekend (and on the Saturday morning of the Nationals weekend for the benefit of those CD's who could not be present during the Friday evening) to ensure that all CD's were completely aware of their obligations during the competition weekend and also made aware of any 'site specific' details that may have arisen immediately prior to the event taking place. A further recommendation is that each CD should then be 'signed off' having received his/her briefing and a record of who has and hasn't been processed.

The arrangements and subsequent implementation of this briefing should be undertaken by the BMFA Nat's co-ordinator, CD's must also be made aware that this briefing is not optional and is a mandatory requirement., failure to comply with this requirement would mean that the discipline concerned ie: non briefed CD for that given

discipline, would be grounded until that CD had been briefed. This should be enforced as a matter of safety.

2) Page 6 Club 2000

Les Eagle asked Geb Jones (BMPRA) if Club 2000 had attended any of the BMPRA meeting yet and Geb informed the committee that the BMPRA had not held any meeting since the last RCPTC meeting for them to attend.

3) Page 8 sec 13

Dave Pacey reported to the Chairman had not as yet circulated the safety review committee report. The Chairman said he would see to this as soon as possible.

4) Correspondence Received

There had been very little correspondence of interest to the committee received by the Secretary

(Chris Bromley joined the meeting)

5) I.M.A.C

a) Andy Prime GBRCAA pointed out and outlined the level of discontent of IMAC having lack of spectator accesses they have at the Nationals and was trying to get talks started between IMAC GBRACC and Chris Bromley (Nationals coordinator).

Chris Bromley stated he had been in talks with IMAC for four years with regards this problem and no amicable solution had been found and several offers and suggestions had been put forward.

b) Mick Bull (IMAC Guest) pointed out that on page 14 of the Nationals program it states you can go and view IMAC at there current location but the map in the program contradicts this. He presented a map he had drawn up for Comment by Chris Bromley.

Chris Bromley pointed out that the map he had been shown would cause over flying problems and the Helicopter flight line was in fact only a $\frac{3}{4}$ flight line.

c) Andy Prime wanted to know if the IMAC was a positioning problem or a spectator problem Dave Lucas pointed out it was a spectator

access problem and IMAC found it very hard to promote IMAC with the current spectator access. Andy Prime brought up the fact that IMAC had got a petition signed by people at the Nationals in support of more public access at the Nationals for IMAC. Chris Bromley explained some of the problem was due to the public not being allowed to be on the live side of the Air field with 7kg models over flying them and this would contravene CAP 658 so this would always have to be considered.

Pilots were however allowed on this side of the Air field as they were counted as officials.

Chris Bromley pointed out that IMAC could move to the Compound Area of the site as this would not be regarded as active but spectators would need to move through the live part of the Air field.

d) it was suggested that there could be a bus service run to that part of the airfield but there might be a risk of spectators trying to make their own way back rather than waiting for the return transport. If this happened it could cause the Nationals to come to a halt while the spectators were cleared from the situation. If IMAC chose this route of action it was pointed out to Dave Lucas (IMAC) by Chris Bromley that IMAC would have to tightly control the movement of spectators to and from the Compound Area and while they were at the Compound Area.

e) Chris Bromley said he was at this point unsure if he could get IMAC the Compound Area at this point as the running of the Air field had been taken on by a new company and he would have to make appropriate enquiries for IMAC to use it.

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

f) Andy Prime pointed out that F3A could not swap position with IMAC as the peri-track was not a suitable surface for them to fly from. Repairs by the BMFA had at one point been offered but the work party had been cancelled and the work to make it a suitable surface for F3A to fly from had never been done. Andy Prime also stated that the peri-track would definitely not be an option for F3A to use.

IMAC thought it might be possible to repair the surface for use by F3A but it would need to be a great deal of work. Andy Prime reiterated it would not be an option F3A would want to consider.

g) It was decided to see if Chris Bromley could get the Compound Area for IMAC to use and IMAC to look into transport of spectators to and from the Area and if it could be considered to be with in the restraints of CAP 658. Andy Prime said he would help by looking to see if F3A could help Marshall the spectators.

Chris Bromley said he would see if he could have talks with Air Traffic control when he was there in May and see if he could get a better idea of if he could get the use of the Compound Area for IMC. Chris Bromley also said he would see if he could get a better idea of the condition of the peri-track when he is there for the Free Flight Nationals.

If it was not possible to arrange the Compound Area then things would have to stay as they were this coming year until a solution could be found.

6) GTBA Code of practice.

It was reported by Pete Christy (chairman) that Chris Bromley with ref page 5 and 6 section B222of the GTBA code of practice that he considered the failsafe operation guide line did not comply with the CAA requirements and had be changed in the document.

David Tappin did not think there would be a problem but was surprised that he had not been notified that the change was being made and would report back to the JMA.

David Tappin also pointed out that the appendix 2 (site layout maps) were missing from the document. This was pointed out to Chris Bromley at the meeting.

7) 2.4 GHz

Pete Christy (chairman) informed the committee he had received a copy of the report form the meeting held in Brussels ref 2.4 GHz and RC modelling.

He also passed on information below, kindly provided by Andy Symons, with the use of:

Futaba Buddy lead delays with 6EXA FASST 2.4GHz transmitters.

Equipment Used

Master

Futaba 6EXA 2.4GHz FASST Transmitter as master

Slaves used

Futaba Skysport 6 (6 pin DIN connector),

Futaba FF7 2.4GHz FASST (6 pin Square connector)

Futaba FF9 35MHz (6 pin Square connector)

When control is passed from the master to slave, the slave does not have control for approximately 1 second, however control is maintained by the master until it is passed across.

When releasing the trainer switch control is returned to the master instantly.

Results are the same for all 3 slaves tested.

Andy Symons

8) Helicopter B Certificate.

a) Pete Christy informed the committee that the Helicopter B Cert was on the Agenda for Areas Council. The ASRC had put a proposal for ward to again change the Helicopter B Cert with out consultation with the AHA the BMFA's specialist body for Helicopters.

Keith Barker pointed out that Tech Council had advised the ASRC to consult with the AHA over any future changes with regards Helicopter Cert's with the AHA.

This was confirmed by Peter Christy as being correct but had not happened.

Dave Pace AHA Rep con firmed also that this had not happened even though efforts had been made by the AHA to attend ASRC meetings but requests had been refused by the ASRC.

b) Pete Christy strongly suggested that the proposal that the ASRC were putting forward was short of a test of proficiency as it was used as an indication of a pilots ability to fly in public.

c) Pete Christy asked with the backing of RCPTC if the following proposal could be put forward

“For Tech Council to review the Area Council decision on the Heli B cert “

This was proposed by Pete Christy and seconded by Les Eagle
A vote was taken with 11 in favour 1 abstention 0 against

Peter Cappleman left the meeting and the voting strength dropped to 11

David Tappin asked if another proposal could be put forward to Tech Council

To discuss the proposed jet C / J certificate

Proposed by David Tappin seconded by Andy Prime
A vote was taken with 11 in favour 0 abstentions 0 against

9) Team Travel Fund

a) Darron Rodrigues had received estimates from all the disciplines that receive funds for team travel from RCPTC and had spoken with the outgoing Treasurer. A four year plan could not be worked on as previously discussed as there was lack of information from the FAI calendar.

Darron Rodrigues explained a system he suggested RCPTC adopt as a way of distributing the travel funds as appropriately and as usefully as possible by using a B.A air miles weighting scheme for destinations and explained it as follows:

Darron Rodrigues presented his model for calculating the team travel fund distribution of monies to team members.

The objectives of the model were to distribute the fund fairly taking into account the different travel costs of the various venues for World and European Championships events over multiple years; and reduce the overall balance of the fund.

The treasurer proposed a target spending of £16,000 over 3 years. 3 years was chosen as this was as far as the FAI events calendar went. Beyond that it could only be a guess as to the venues and therefore the required funding.

The treasurer explained the difficulties of using the estimates coming from the teams and that this could be resolved if we adopted a standard destination based weighting, which could be used without modification for many years.

The venue weightings presented were based on British Airways redemption Airmiles. Using the team numbers and venue weightings an overall weighting could be calculated for each team and year for the 3 years that we knew the championship destinations. The year weighting were summed to get the overall weighting for the 3 years. The proposed budget could then be divided according to the yearly, team and team member using the weightings. An inflation factor had also been added.

(Calculation sheets attached to these minutes). Looking at the results it was easy to see that over the three years the funds were being distributed evenly and fairly, for instance there were teams going to USA every year and they were all getting the same funding once inflation had been removed. It also took into account the fact that 2011 might be an expensive year as there were 3 team members going to USA and 6 to Australia. The model ensured that there would be sufficient funds for this. Every year the committee could decide what the 3 year budget should be to adjust for the variations of income and fund balance.

The treasurer then showed a projection of team travel fund accounts for the next 20 years, to demonstrate the fund decreasing. It was noted that the fund did not decrease in the first year.

The Chairman commented that he thought that the model was excellent and had been well researched.

The committee expressed concern that the fund did not decrease in the first year, but understood the reasons for this, which was increased spending requirements for the 3rd year. Since the projection was based on an average income from the Nationals it was suggested that if the 2009 Nationals exceeded this average that an additional payment be made to the teams. Les Eagle commented that in the past they had not been allowed to do this. The Treasurer said that he would contact the BMFA Hon. Treasurer to see if this might be permissible and report back at the next meeting.

Treasurer Proposed the Team Travel Fund per Team Member for 2009 as follows:

F3A - £154

F3C - £514

F3D - £124

(Total Team Travel Spend for 2009 of £2,748)

2009 RCPTC Team Travel Budget (Modified Weighting)

Inflation
Factor 0%

		2009					
	Team Size	Venue	Venu e Weig ht	Venue Weight + Inflation	Team Weight	Team Budget	Member Budget
F3A	3	Portug al	0.15	0.15	0.45	£ 461.94	£ 154
F3C	3	USA	0.50	0.50	1.50	£ 1,539.7	£ 514
F3D	6	Germa	0.12	0.12	0.72	£	£

F5D	6	ny				739.10 £	124 £
		n/a	0.00	0.00	0.00	-	-
Total							£ 2,748
Annual Weighting					2.67		
2009 Budget						£ 2,740.83	

Inflation Factor 3%

		2010						
	Team Size	Venue	Venue Weight	Venue Weight + Inflation	Team Weight	Team Budget	Member Budget	Present Value
F3A	3	Austria	0.15	0.15	0.46	£ 475.80	£ 158.60	£ 153.98
F3C	3		0.20	0.21	0.62	£ 634.40	£ 211.47	£ 205.31
F3D	6	n/a	0.00	0.00	0.00	£ -	£ -	£ -
F5D	6	USA	0.50	0.52	3.09	£ 3,171.98	£ 528.66	£ 513.26
Annual Weighting					4.17			PV
2010 Budget						£ 4,282.17		£ 4,157.44

Inflation Factor 6%

		2011						
	Team Size	Venue	Venue Weight	Venue Weight + Inflation	Team Weight	Team Budget	Member Budget	Present Value
F3A	3	USA	0.50	0.53	1.59	£ 1,632.18	£ 544.06	£ 512.83
F3C	3	Italy	0.15	0.16	0.477	£ 489.65	£ 163.22	£ 153.85
F3D	6	Australia	0.90	0.95	5.724	£ 5,875.85	£ 979.31	£ 923.09

F5D	6	TBA	0.15	0.16	0.954	£ 979.31	£ 163.22	£ 153.85
			Annual Weighting	8.75				PV
				2011 Budget		£ 8,977.00		£ 8,461.68
							Total Weighting	15.59
							3 Year Budget	£ 16,000

The budget was proposed for adoption by Darron Rodrigues and seconded by Les Eagle

A vote was taken with 10 in favour 1 abstention 0 against

It was also decided that if the Nationals income exceeded £3200.00 then the excess would be divided by the number of pilots if it was possible for this to be done. Doubts were expressed about the possibility of this being allowed.

10) E2K

Geb Jones (BMPRA) distributed copies of the proposed E2K rules to the members of RCPTC to be run at the same meetings as club 2000. It was pointed out it was to be a beginners class for electric type club 2000 models and was a limited class for 4s Lipo and one motor choice. Max Poly had offered help to make it affordable in the way of supplying Lipo Packs at a discounted rate for competitors. Geb Jones BMPRA proposed that the rule be accepted.

This was proposed by Geb Jones seconded by Steve Ogden
A vote was taken with 11 in favour 0 abstentions and 0 against

11) Electric Model Safety

a) Darron Rodrigues said he thought that the start up sequence was missing in the BMFA Handbook with regards electric models as the speed controller will not normally arm if the receiver had not got any power to it but this was ONLY on Brushless motor set ups.

Fitting a THREE wire receiver switch between the receiver and the speed controller would also not allow the Model to arm while plugging in the main flight battery but this would ONLY be with a BEC running from the main flight pack.

b) Andy Prime informed the committee that his club had taken measures with Electric Models by not allowing the flight pack to be connected until the model had left the pits and was on the Runway.

c) Dave Pacey informed the committee that CSM had be working on a safety device that would kill the throttle on an IC engine even if the receiver supply had failed and stopping to the extent run away models buy cutting the engine. This had applications in fixed wing and helicopters as if there was a crash or any situations were the power supply was lost to the receiver the throttle would be cut. Safety would be improved if the engine was no longer running. This would happen if either the regulator of battery supply failed on the model the unit self charges from the receiver pack.

12) A.O.B

a) Steve Ogden asked if more accurate information could be sent out from the secretary as corrections would need to be made to some information and several amendment to information had been made.

b) Keith Barker offered to set up and run an RCPTC website.

13 Dates for the next meetings

4th April 2009 11.00am at BMFA Headquarters

19th Sept 2009 11.00am at BMFA Headquarters

28th Nov 2009 11.00am at BMFA Headquarters

The meeting was closed at 5.00pm