

**Provisional Minutes from the RCPTC Meeting  
Held at the BMFA headquarters Leicester, 8<sup>th</sup> Oct, 2011  
Opened at 11.10am**

**Present:**

Wayne Pendleton	(Elected) (Treasurer)
S. Ogden	(Elected) (safety officer)
Dave Pacey	(AHA) (Sec / Rules)
Geb Jones	(BMPRA)
Keith Barker	(Elected) (Results / Delegate)
Pete Cappleman	(Elected) (PRO)
Paul Bardoe	(Chairman)
Ashley Hoyland	(GBRCAA)
Richard Cant	(GTBA)
James Gordon	(Fun fly)

The voting strength of the meeting was established as 10.

**1) Apologies for Absence.**

Dave Lucas (IMAC)

**2) Correction of Minutes of the last meeting.**

There were no corrections.

Acceptance of the minutes was proposed by Paul Bardoe and seconded by Peter Cappleman. Voting: 9 in favour, 0 against and 1 abstention.

**3) Matters Arising.**

There were no matters arising.

**4) Treasurers Report.**

The Treasurer stated that RCPTC will have £10,153 remaining in Team Travel Fund after the debits have been taken out for 2011. He also said that times are getting tight because there will little money coming in from NATS (if any) for the

second year and we have also taken on F3N and F3P together with a junior on F3A for which more funds would be needed.

The Secretary said he thought a way forward was to make a proposal to Full Council asking them to look specifically at the general problem of the team funding as the money the current system provided was gradually declining and eventually it would be unable to help teams travel to international and world events.

This was agreed by the Committee and the Secretary was tasked with putting together the proposal ready for discussion at the next meeting

The subject of how the GBRCAA paid their income share into the Nationals "pot" was raised, since it appeared that GBRCAA received any remaining monies from the Nationals paid directly back into their organization. This year these returned funds would total £87.00. In contrast, for any other discipline at the Nationals, the same source of money would be put into a general "pot" to be shared between all the disciplines.

The Chairman said he would look into this matter and report back.

## **5) Safety Officers Report.**

Steve Ogden said that he had nothing to report and had not received anything regarding any safety issues from the BMFA.

The Chairman had attended the Safety Review Committee and would give a report in AOB.

## **6) Nationals Reports.**

Nationals reports from each Specialist Body had been circulated by the Secretary prior to the meeting.

### **6a) F3N and Scale Heli**

#### **F3N Helicopter Nationals 2011**

The F3N 3D Helicopter competition was held on the Saturday and Sunday of the Bank Holiday weekend. There were 10 entrants in total who had all entered prior to the event. No further entries or enquiries to enter were made on the day(s).

The flight area was cut in the grass next to the main runway, but as there was no obvious natural “safety line” that could be used easily, we decided to sit the judges in that area and move the takeoff and landing area to the runway itself, thereby giving us a natural safety line, i.e. the edge of the runway.

We had very little issue occurring with over flying from neighbouring events, although the F3A guys flying to our left did occasionally fly into view, but were quite a way further out. Ideally they would not have been there, and it was brought to my attention a couple of times to keep an eye on the situation. It didn't seem to be a major issue, although slightly off-putting for a pilot to see a large plane being flown in the background.

The event ran pretty smoothly overall. The scoring system I had put in place could not be used due to a lack of printer cable, but we managed by more traditional means of pen and paper. This was where the only slip-up occurred, as the scores were not normalised as they should have been, and so the initial final results that were produced were slightly incorrect. This was later put right and the BMFA were informed of the correct scores and places for the competition.

The windy conditions made it very difficult for the pilots, but as it was a consistently strong wind, every pilot faced the same tough conditions, and therefore kept the competitors on their toes in equal measure.

There were a couple of minor incidents of helicopters crashing, but nothing that came close to being a danger to anyone. As such, and following the updated rules for this occurrence, I made the decision not to report on those incidents as they did not affect anybody in our event, or any others, or spectators.

We were sadly unable to have our trophy presentation conducted by the BMFA Chairman on Sunday afternoon. It had been requested, but sadly didn't happen. We did the presentations ourselves, and then most of the pilots departed.

Having had pilots come from as far as Scotland to compete at this event, it managed to reach further afield than last year, and hopefully will help continue to grow F3N in the UK.

## **2011 BMFA National Scale Helicopter**

The competition was run over two days with static judging being done on the Saturday along with several pilots braving the high wind to do some demo flights, followed by the flying rounds on the Sunday. At the end of the static judging the placings were as follows:-

1st Lee Marshall Vario Bell 47  
2nd Terry Dingley Vario Lama  
3rd Stephen Eeles Graupner Koala  
4th Matt Jenner Rotortech Longranger  
5th Kevin Lever Graupner Koala  
6th Martin Briggs Robbe Schweizer 300  
7th Dave Pacey Funkey MD 500

We managed to get one flying round in on the Sunday before the wind speed increased so much that we took a vote amongst the pilots and all but one voted in favor of not flying any further rounds.

All the pilots put in some great flying despite the wind speed gusting 20+ mph, there were a couple of retirements, Terry Dingley decided that discretion was the better part of valor and only flew the fixed maneuvers. Dave Pacey had tail servo problems which put an end to his flight. So after only flying one round we halved the static score which is customary in such events and ended up with the final placings.

1st Lee Marshall  
2nd Martin Briggs  
3rd Stephen Eeles  
4th Kevin Lever  
5th Terry Dingley  
6th Matt Jenner  
7th Dave Pacey

[Just for the record it would be great to have at least one toilet on the helicopter flight line.]

## **6b) I.M.A.C**

### **2011 IMAC Nationals Report to RCPTC**

The Pilot entries continue to increase year on year. IMAC had 29 pre booked entries, however two had to withdraw for personal reasons . We had 2 Junior entrants and 1 from Norway. The Norwegian was Jan Loedner who had travelled with 2 fellow countrymen to Barkston . Jan entered into the Basic class. We also had 2 SAA members competing.

Like last year to cope with the increasing entry we used 2 Flight lines in the compound to give all the entrants more flights during Saturday and Sunday. On the Monday we flew our final rounds at the Showline on the main runway. In all, every pilot in Basic through to Intermediate flew 14 rounds with Advanced and Unlimited flying 10 rounds . Those who chose to fly the Freestyle competition flew a round on Saturday and Sunday with the top 5 in the freestyle final on the Monday on the Showline.

Class winners were Jan Loedner- Basic , Steve Hartley – Sportsman , Lee Hancock – Intermediate , Steve Haugthy – Advanced and Matthew Poots – Unlimited. In Freestyle Mathew Poots took 1st place .

Both Lines in the Compound were well spectated as was the Showline on the Monday .The marshalled crossing point worked very well again with spectators commenting how good the access was to the compound.

Thanks must go to Dave Phipps and Andy Simmonds for their support. Also to Wayne Pendleton and John French. Also to the grass cutter who found his own way down to cut the 2 strips.

We had 3 Non reportable crashes.

Dave Lucas  
S073470  
IMAC Rep to RCPTC

## **6c) F3A**

### **GBR/CAA Nationals 2011 Report to the BMFA RCPTC**

It was another very successful British Nationals for the GBR/CAA. 26 entries spread across all six of our classes from all around the UK including Scotland and Northern Ireland made for a very enjoyable weekend for all our competitors. The BMFA should be commended for their excellent friendly organisation that enabled our competition to run smoothly all weekend.

The 26 entries flew six rounds (156 flights) in front of an international panel of judges including Bob Ailles (GBR/CAA Chief Judge) and Henry Hutchinson from Australia that had recently judged at the FAI F3A World Championships in Muncie, USA. The earlier scheduling of the F3A World Championships this year allowed all three team members (Richard Christopher, Matt Hoyland and Keith Jackson) to attend which has not been possible since 2007.

The IMAC crossing line continues to be a success from our perspective with no disruption to our schedule. There were no incidents reportable or un-reportable on our line and no complaints of over flying. There was no over flying of our line from other disciplines but F3C were not present this year that have caused concern in the past. The western IMAC line (angled to face North West) does come close but does not cause a problem as long as the present position and layout is maintained.

The Nationals is an excellent Public Relations opportunity for the GBR/CAA and one that we take full advantage of. Continuous commentary, information and friendly advice are available throughout the weekend to encourage more people into our sport. With the help of the BMFA a hospitality tent was provided this year with GBR/CAA members providing complimentary refreshments and display boards advertising the association.

Matt Hoyland  
GBR/CAA Vice Chairman & F3a CD

## **6d) Fun fly**

### **Nationals Report (Fun Fly)**

Another successful and enjoyable weekend was spent on the Fun Fly line at the Nationals again this year. Very few problems to report, the main one being the positioning of the flight line. When we arrived on Friday, we noted that the 'dog leg' in the roped off area to allow us to fly across the runway and give us a downwind safe flying area had been set up much nearer the trade area than usual and therefore, in our opinion didn't give us enough space to safely carry out the event. We therefore contacted Wayne who very quickly and efficiently arranged to have the marquee and the rope moved back to its normal location. I believe Wayne has since measured the boundary rope to make sure this doesn't happen next year. As it turned out with the tricky wind conditions, this re-location was essential.

The only other issue we often have is spectators trying to take a short cut across our flying area, but with extra signs we put on the ropes, this was dramatically reduced this year.

Entries were slightly down this year with eight in class 2 and nine in class 1. The missing names have assured us that they will return next year and by chatting to spectators, we have hopefully generated a lot of interest and

hopefully some new entrants for next year. We also intend to do much more advertising for next year's Fun Fly, with articles to appear in magazines very soon and during the spring next year.

Both classes were closely fought at the top and everyone seemed to thoroughly enjoy the weekend, despite the slightly lower scores on Sunday and Monday due to the strong winds. All events were completed successfully though. At the end of the weekend, we had a new class 1 champion in John Ruck and Ted Colley taking the class 2 honours. As well as the trophies and certificates, the class winners also received prizes donated by Gavin Barden of Evolution Models. Unfortunately the class 1 Avicraft Cup was unable to be at the presentation despite us requesting it to be brought from the office.

We would like to make some minor changes to the rules for next year, namely simplifying the class 2 electric limitations and adding a few different events and deleting some of the mystery rounds to keep the event fresh following ideas from us and the competitors. We tried out a potential new class 2 event during the weekend and this was deemed a success. We will finalize these potential changes by the RCPTC meeting in November.

Finally we would like to thank our wonderful team, mainly from the Caterham and District Model Flying Club for helping to run the event so smoothly and making the Fun Fly line a great place to be and to the competitors for flying safely and for their friendly, fun, competitive flying all weekend.

James Gordon & Nick Lester.

## **6e) Pylon B.M.P.R.A.**

### **BMFA Nationals 2011 Report from Pylon Discipline**

Pylon racing took place in the west corner of the Barkston Heath as in previous years. Two courses were used alternately, one for CLUB2000 and E2K and the other for FAI-F3D and FAI-F5D. This is necessary since the course dimensions are of different sizes for these two groups of disciplines. As usual, CLUB2000/E2K ran their heats on Saturday am, Sunday pm and part of Monday am, with FAI groups running on Saturday pm, Sunday am and Monday am (following CLUB2000). Although rather windy, the weather was generally kind to us and all groups raced for the whole of their allocated times with minimum problems.

As far as I am aware there were no “overflying issues” between Aerobatic and Pylon or with the crowd line as we were strict in warning our flyers to be vigilant about this.

The pathway set aside between Pylon and Aerobatic to enable the public to travel across to IMAC worked well as far as Pylon was concerned with the IMAC marshals well in control in synchronizing the traffic between pylon heats. Many thanks to them.

Our only general problem this year was “misplacement” of the rope defining the crowd line which had been erected at least 40m too far south of the Pits area. This meant that the public could not get anywhere near the pits to talk to pilots etc. Since the pits themselves are already greater than 90m from the course (the FAI requirement), this extra distance is not required. The result was that the public simply crossed the crowd line so as to view the models and talk to the contestants. I would like to suggest that the Pylon CD be consulted next year when the flight line boundaries are being drawn up to ensure that there is a reasonable balance between safety and access.

Generally, as a camper, I can report that I heard many people commenting on the much improved toilet/shower facilities that were provided this year. Congratulations to the organizers for this.

Geb Jones  
Overall CD for Pylon

## **7. Names for international Judges and CIAM Reps**

Ashley Hoyland put forward the names for F3A international judges

Judges: Robert Ailles BMFA No:112721  
Peter Brett BMFA No:85489  
Peter Cappleman BMFA 04379

Dave Pacey put forward the name of F3C international judge:

Martin Cook BMFA No: S164887

Dave Pacey put forward the name for F3N international judge:

Martin Cook BMFA No: S164887

## **CIAM Reps**

Ashley Hoyland put forward Robert Ailles BMFA No: 112721. as the CIAM Rep for F3A

Dave Pacey put forward Stephen Roberts BMFA No:43791 as the CIAM Rep for F3C and F3N

Geb Jones put forward Geb Jones BMFA No:85217 as the CIAM Rep for F3D and F5D

## **8. Confirmation of email vote for the use of metal blades**

The Secretary confirmed that the email vote was in favour to the proposal on metal helicopter blades and been handed on to the office with the voting figures confirmed.

9 in favour, 0 against and 1 abstention

## **9. Report form Council Delegate.**

**a)** Keith Barker informed the committee that he had dealt with the metal helicopter blade proposal at Full Council and although there had been a slight amendment to it with regards to on-going monitoring of their use, the vote had been in favour of their limited use and had thus gone through.

**b)** Keith Barker reported that whilst at Full Council, Jo Halman (Comp Sec) had asked about some paper work she was expecting from GBRCAA regards running a world F3A event. Dave Pacey had chased this up with the GBRCAA Secretary.

Ashley Hoyland implied that it was not ready and it would have to go in late. Dave Pacey recommended that he should talk to Jo Halman as soon as possible to address the situation so they did not miss out.

## **10. Rule Officer Report**

Dave Pacey had received a rule change for E2K and had circulated it to the Committee prior to the meeting. As E2K had already held their AGM he was happy for the Committee to vote on it.

The rule change was proposed by Dave Pacey and seconded by Geb Jones.

Voting was 10 in favour, 0 against and 0 abstentions.

Ashley Hoyland asked what the procedure for rule changes was and the Rules Officer went through the full process so that it was clear for all disciplines.

## **11. Results Officer Report**

Keith Barker informed the Committee that he had received all this year's results, but thought that disciplines should also send in Team Trial results.

## **12. Notes from Secretary**

The Secretary informed the Committee of what every discipline would need to do in time for the next meeting.

- a) A list of their Team Members - including their BMFA numbers and their clubs.
- b) The details of the event - explained in detail (in order to avoid the mistakes from previous years.)

He explained these should be completed on a BMFA proposal form and be made available to the Secretary as soon as possible prior to the next meeting.

- c) Any rule changes have been agreed at their AGM's  
A copy of these should be sent to the RCPTC Secretary as soon as possible after their AGM, so they can be sent out prior to the next RCPTC meeting.

## **13) A.O.B.**

**a)** Paul Bardoe informed the committee that he had attended the Safety Review Committee on behalf of RCPTC and had asked why there was no information filtering down to the RCPTC Safety Officer. He was informed that there was no information to filter down.

**b)** the subject of fire extinguishers at the Nationals had been raised, with some people on the Committee making the point there were none on some flight lines. This would be reported back to the Safety Review Committee when it next meets.

**c)** Steve Ogden raised concerns at the crashes at LMA shows but it was felt that this was an LMA issue and not a BMFA issue..

**d)** Ashley Hoyland said the GBRCOA would be re-running the Ashford event for F3P but it would appear that funding would be an issue in order to get F3P up and running. Team Trial events would be expensive to host since the cost of venue hire was expensive. Ashley Hoyland said the cost of a venue was going to be in the region of £200 to £300.

Other people thought this would not be too much of a problem as the GBRCOA could help to part fund it as their last competition had approximately 14 entries so there would not be much of a shortfall to find.

**e)** Steve Ogden mentioned he was aware that RCPTC should have been informed by Chris Bromley (Tec Sec) that we were to look into Top Gun competition but most thought as we had not been informed to do so at this point it was thought premature to peruse the subject at this point.

**14) Date for the next RCPTC Meeting:-**

**26<sup>th</sup> Nov, 2011**

**The meeting was closed at 2.10pm**