

MINUTES

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.

(T/A British Model Flying Association)

Minutes of the Technical Council Meeting held on the 18th October 2008 at 11am at Chacksfield House, 31 St Andrews Road, Leicester LE2 8RE.

Provisional until confirmed at the next Area Council Meeting.

PRESENT

Chris Bromley FSMAE	Chairman
Jo Halman FSMAE	Vice-Chairman
Jim Andrews	FAI Delegate
John French	Records Officer
Gordon Warburton FSMAE	Scale TC Member
Clive Needham	R/C SF TC Rep & Chair
Mike Proctor FSMAE	R/C SF TC Member
Les Eagle	R/C Power TC Representative
Peter Christy	R/C Power TC Chairman
Steve Ogden	R/C Power TC Member
Geb Jones	BMPRA Representative
Mike Francies	Free Flight TC Representative
Peter Halman FSMAE	Control Line TC Representative
Barry Robinson	StuntCom Representative
<u>In Attendance</u>	
Linda Harding	Office Manager/ Minute taker
<u>Visitors</u>	
Andy Symons	R/C, CL/, Scale Nats Safety Rep

AGENDA

- 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 Technical Council Meeting held on 1st March 2008.
- 5 Matters/Actions Arising from the meeting on 1st March 2008 that are not included elsewhere on this Agenda.
- 6 To review the set agenda for the first meeting of a Technical Committee each year (Current issue appended).

7 Tech Sec reminder to Technical Committees of their responsibility to send in the Technical Committee's Annual Return immediately after their first Committee meeting after the BMFA AGM.

8 To receive proposals for FAI Rule changes: (Full proposals appended)

- a F2A
- b F3C
- c Vol ABR; Vol F4
- d F5D

9 To receive **FAI/CIAM Technical Sub-Committee List** recommendations from Technical Committees.

R/C Power

<i>John Mee (072383)</i>	<i>F3A</i>
<i>John Beynon (120098)</i>	<i>F3C</i>
<i>Geb Jones (85217)</i>	<i>F3D</i>

Scale	<i>F4C</i>
Free Flight	<i>F1ABCD</i>

Control Line

R/C Silent

Indoor

Space Modelling

10 To receive **FAI/CIAM Judge List** recommendations from Technical Committees:

R/C Power

<i>Bob Ailles (061974)</i>	<i>F3A</i>
<i>David Tappin (043764)</i>	<i>F3A</i>
<i>Dave Scoles (055768)</i>	<i>F3A</i>
<i>Pete Cappleman (004379)</i>	<i>F3A</i>
<i>Bruce Naylor (050887)</i>	<i>F3C</i>

Scale

Control Line

R/C Silent Flight

Space Modelling

11 From Silent Flight Technical Committee - Items to be placed on the agenda of the CIAM meeting 2009. (appended).

12 To receive de-briefing reports on this year's National Championships from Technical Committees & the Power Nationals Co-ordinator. (Reports should be brief, preferably in writing & in advance.)

13 To receive any reports from Technical Committees. (Reports should be brief, preferably in writing & in advance and not concerning Agenda Items.)

14 To receive a report from the Competition Secretary to include:

- a Receipt and ratification of any contests for next year's FAI Calendar.

- 15 To receive any reports from Council, Sub-committees or Elected Officers. (Reports should be brief, preferably in writing & in advance and not concerning Agenda Items.)
- 16 To receive nominations for re-presentation of International Awards at the BMFA annual prizegiving dinner. Invitations will only be to nominees from this meeting and are at the discretion of the Society Chairman. Depending on the numbers, not all nominees may be successful.
- 17 To receive the dates of the 2007 Technical Council Meetings:
 1st Technical Council – 28th February 2009
 2nd Technical Council – 17th October 2009
- 18 Any Other Business.

MINUTES

TC 581/10/08 (1) Apologies for absence.

Apologies were received from the following:
 Mike Goldby, Scale TC Representative

TC582/10/08 (2) Request for permission to be absent.

A request was received from Mike Colling FSMAE, Education Co-ordinator and Indoor TC Representative, which was duly granted.

T583/10/08 (3) To verify the voting strength of the meeting.

There were 12 members eligible to vote at this meeting.

TC584/10/08 (4) Correction and adoption of the Minutes of the Technical Council Meeting held on 1st March 2008.

Page 1

- **List of those present** – Add Gordon Warburton FSMAE, Scale TC Member.

Page 5

- **Fourth paragraph, last line** – Delete “and that it is not a problem”.

Page 6

- **Penultimate paragraph, last line** – Change CD’s to CDs.

Page 8

- **Top of page** – Add “to vote against” after “Page 8 sub-section A.4.5”.

Control Line proposed that the Minutes of the Technical Council Meeting held on 1st March 2008 be accepted as a true record of the meeting.

Seconded by FAI Delegate

Vote: For: 11
 Abs: 1
 Ags: 0

Carried by a majority vote.

TC585/10/08 (5) Matters Arising from the meeting on 1st March 2008 that are not included elsewhere on this Agenda.

ACTION / NOTES

Page 3

- **Page 3 final paragraph following on to page 4, Nationals Results 2007** – There are still a number of results outstanding for 2007. All 2008 results except Silent Flight have been received.

Page 4

- **Fourth paragraph, Indoor TC request to investigate indoor space at Cottesmore** - The Competition Secretary advised that unfortunately there is nowhere at Cottesmore for Indoor flying.

- **Fifth paragraph, use of a Shell oil in relation to producing smoke generation – SEE ATTACHED REPORT (APPENDIX A)**

The Chairman (Technical Secretary) advised that he will be adding an entry in the members' handbook to cover this issue.

R/C Power commented that we should be recommending avoiding use of diesel at all costs for smoke generation. The Chairman said that the recommendations would be that any smoke generation that impinges on pilots or spectators should not be allowed. We cannot ban it but we can strongly advise that smoke is not allowed in circumstances where it will drift towards pilots or spectators. There are times when it is quite safe. The handbook entry will advise that there are alternatives to diesel.

Ways of implementing a system to check oil content in fuel were debated. R/C Power reported that the concept of an optical device which could measure the density of the smoke coming out of the exhaust had been investigated. However this research had closed because, unfortunately, the gentleman who was doing it is no longer with us.

The consensus is the only worldwide body that can have any influence on the manufacturers is CIAM and it would help if we could get the other National Bodies on board with some kind of a campaign. It would help if we could get something through CIAM and F3C to start with.

It was suggested F3C might need to consider a rule change that event organisers have to supply fuel with a regulation oil and nitromethane content at competitions as some other disciplines do.

The Competition Secretary, in her capacity as CIAM Technical Secretary, will raise the issue at CIAM Bureau to set the wheels in motion. This could then lead the way for F3C to submit a Rule Change to CIAM.

COMP SEC

- **Penultimate paragraph, Chairman (Tech Sec) action to cross-check Rule Books whether they contain information on Team Selection** – The Chairman said he had not done this yet. If he gets the chance he will have a look at it during lunch recess.

TECH SEC

Page 5

- **Penultimate paragraph, GTBA/JMA Joint Code of Practice** – R/C Power advised that the document had now been ratified at Full Council.

The Technical Secretary still has some work to do on the document before it is published.

TECH SEC

Page 9

- **Fourth paragraph from the bottom, Futaba 2.4GHz Aircraft Systems, Ripmax statement** – Peter Halman (CL) commented that he believes the situation is pretty much sorted now with the re-calling of transmitters.

Ripmax supplied on a loan basis at the Power Nationals a set of transmitters or modules in case anybody turned up with Futaba gear that had not been checked and certified. In the event it was not required.

The Chairman (Power Nats Co-ordinator) advised that as a one-off for this year he managed to get a licence from OFCOM to allow what might have been illegal sets to operate at the Power Nationals, but only ones we were fairly sure would be safe, non CE marked specifically.

We only had one, which we allowed to be used under that licence. The person concerned was advised that we would not be getting a licence for next year.

Advice on Users responsibility will be published in the members' handbook.

Page 10

- **Fourth paragraph from the bottom, action against R/C Power to arrange experiments when switching from pilot in command to trainer and back again on 2.4 GHz sets**– R/C Power said that unfortunately he does not have access to any Futaba sets to do any experiments with. He has tried using the JR Spektrum and there is little if any delay.

To clarify the problem that was reported to him; when using particular sets in master and slave mode with a trainer, when the instructor tries to take control of the student's model there may be significant delay before control is re-established.

Andy Symons (Power Nationals Safety) offered to do the testing as he has the relevant equipment.

ANDY SYMONS

Page 11

- **Penultimate paragraph, Comp Sec concerns reference main posts on Technical Committees held by Specialist Body representatives** – R/C Power asked for clarification on this point as he was not present at the last meeting.

The Competition Secretary clarified that she was questioning the principle of a Specialist Body representative to a Technical Committee taking what could be considered the key posts i.e. Chairman, Secretary, Treasurer, Delegate.

Her feeling is that they should stay with elected people to the Committee and not the Specialist Bodies who are not elected by the BMFA.

The Chairman commented that this has been raised previously over the years. There have been occasions where elected members do not wish to take on those posts.

He suggested there is no reason why the First Agenda for Technical Committees could not be adjusted to allow election of Secretary and Treasurer to be incorporated with election of Chairman, which we can look at when we come to the relevant agenda item for this meeting.

A further suggestion from Scale was whether it would be worthwhile to include on the nomination form a section for the nominee to indicate what position they would be willing to take on.

The Chairman made the point that what we have at the moment allows you sufficient flexibility to get a Committee up and running without putting too many restrictions on it.

Page 12

- **Third paragraph, Control Line use at Old Warden** – The Competition Secretary advised that Combat is still continuing to fly at Old Warden although they have to do their own roping.

Vintage Team Racing and Vintage Speed have not been run there at all this year because the organiser was not able to put it into his schedule to get it up and running.

- **Third paragraph from the bottom, SAM 35** – The Chairman advised that there was a Council decision that Free Flight Technical Committee would look after SAM 35 Specialist Body.

SAM 35 are however able to send non-voting representatives to all of the Technical Committees as required.

This concluded matters arising.

TC 586/10/08 (6) To review the set agenda for the first meeting of a Technical Committee each year.

The Competition Secretary pointed out that the helpful hint agreed at the last meeting to be inserted at 11d) is omitted from the First Agenda document sent out with the agenda for this meeting. The Technical Secretary said he would correct this.

There was also an issue with losing pagination when printing the document. This will be rectified in future by providing the document in pdf format.

OFF MGR

The Competition Secretary proposed the following change to the Set Agenda for the First Meeting of a Technical Sub-Committee:

Item 1 Election of Officers, Co-options and Acceptance of Specialist Body Representatives - Items (f), (g) and (h) are moved up to below (c) and that the italics paragraph is modified to suit.

Seconded by Scale.
Carried unanimously.

The Technical Secretary will make the necessary changes and a revised copy of the Set Agenda will be sent out.

**TECH SEC /
OFF MGR**

TC587/10/08 (7) Tech Sec reminder to Technical Committees of their responsibility to send in the Technical Committees Annual Return immediately after their first Committee meeting after the BMFA AGM.

The Technical Secretary duly reminded Technical Committees to provide the relevant information required for January Full Council.

There was a brief discussion regarding the restricted time schedule between the first meeting of the Technical Committees following the BMFA AGM and the deadline for receipt of information from Technical Committees required for January Council.

The consensus was that it would be better if the January Council meeting could be moved a week later. The Chairman will bring it up in his Technical Secretary report at Full Council in January as a recommendation from this Council, that the January Council meeting is moved forward one week.

CHAIRMAN

The Chairman pointed out that there was an item missing from the agenda for this meeting. He asked the Office Manager to include a new item 7) to future agendas "*To review the August reminder letter*".

OFF MGR

The next item is part of item 12 of the agenda for this meeting, which the Chairman agreed could be brought forward.

The Competition Secretary outlined the background regarding a complaint she had received from Club 2000 with regard to the flying schedule at the Power Nationals this year.

The Competition Secretary asked R/C Power and BMPRA representative (Geb Jones) who is present today and was also overall CD at the Power Nationals this year how the situation can be resolved for 2009 Power Nationals.

R/C Power provided an overview of the situation. Club 2000 are a separate organisation from BMPRA. They have not attended any of the BMPRA AGMs for the last two years, nor paid any affiliation fees to BMPRA. They have therefore not taken the opportunity to express their views to the BMPRA, which is the organisation that runs the flight line at the Power Nationals.

He believes if they had a complaint the first thing they should do is take it up via that route before raising it with anyone else. They have neglected to do this in this instance. From what he can determine the issue they have raised does not seem to hold any credence. Whilst the timing of the slots may have moved around a little the proportion of time allocated to Club 2000 as opposed to the other Pylon Racing disciplines does not seem to have changed significantly at all.

Geb Jones, BMPRA Representative handed out copies of a breakdown of the flying schedule for Pylon events at the 1998, 2004, 2007 and 2008 Power Nationals, and provided a brief résumé in relation to the document.

With the aim of preventing a similar situation arising in the future R/C Power Technical Committee will attempt to facilitate a dialogue between Club 2000 and BMPRA. They will write to Club 2000 and suggest to them quite strongly that they should go along to the BMPRA AGM.

R/C POWER

BMPRA have invited Club 2000 to attend their AGM and they have indicated that they would be attending.

The Competition Secretary suggested it might be prudent if R/C Power could remind their Specialist Bodies to send in relevant information required of them to comply with Specialist Body Guidelines. R/C Power said they would do this.

R/C POWER

TC588/10/08 (8) To receive proposals for FAI Rule Changes.

Control Line proposed the following Rule Change.

Urgent F2A Rule Clarifications for 2009 Plenary

Introduction

2009 is not a year for F2 formal rule proposals but after the mistakes made by the organisers in F2A at the 2008 World Championships in France, it is very necessary to put forward urgent rule clarifications.

NB: paragraphs with double bars at the right-hand side indicate rule changes passed at the 2008 Plenary Meeting.

1st Clarification

Instruction: To amend paragraph a) as shown,

4.1.16 Number of Timekeepers and Judges

- a) The time shall be taken by either three timing officials equipped with 1/100-second resolution digital stopwatches or by an optical electronic system with equal or better resolution or accuracy. For World and Continental Championships ~~this system must be duplex so that the duplex system serves as the required backup system.~~ **there must be two electronic systems. One system shall be designated the primary system and the speeds from this system shall be used for classification purposes. The other system shall be designated the secondary system and shall be the required back-up system. Only in cases where there is a failure of the primary system may the speeds from the secondary back-up system be used for classification purposes.** For other contests, the required backup for a single system may be by some other electronic device or by two manual timekeepers.
- b) Speed judges, at least two in number, shall be responsible for observing the conduct of the pilot and the altitude of the flight.
- c) For World and Continental Championships, a senior judge shall be appointed to supervise the conduct of the timekeepers and judges.

The senior judge shall be selected from a list of persons who are nominated by NACs for their proficiency and experience and approved by the CIAM.

Reason

The clarifications are to make very clear that two electronic systems are mandatory for World & European Championships. It is necessary to designate primary and secondary systems so that the speeds for classification are always taken from the primary system unless it has failed in some way, in which case they are then taken from the secondary system.

2nd Clarification

Instruction: To re-structure and re-number the paragraphs with deleted and inserted text as shown.

4.1.17. ~~Classification~~ Timing

- a) The individual times recorded by each timing official and/or by an optical electronic system shall be recorded in writing and retained by the senior judge or other official.

~~b) Times recorded should be handled as follows:~~

Manual Timekeeping

- ~~(i) In the case of manual timekeepers, The mean time of the three stopwatches shall be taken to calculate the result unless:~~
- (ii) In the case where one of the stopwatch times differs from the closer of the other two by more than 12/100 seconds, or the official reports that he made a mistake, in this case then the mean time shall be calculated from the other two stopwatch times.**
- (iii) In the case where two stopwatch times differ by 12/100 seconds from the middle one, or two officials report that they made mistakes a mistake. In this case this fact should then this must immediately be reported to the competitor or his team manager. The competitor then has the choice of using only the remaining stopwatch time to calculate his result or to be allowed an he may take a replacement attempt. His decision must be given to the F2A Circle Marshall without delay, and is irrevocable.**
- (iv)** No rounding off of decimals should be made when calculating the mean time. The time thus obtained for calculating the speed should be recorded and retained.
- (v)** The result of the speed in km/h shall be calculated by dividing 3600 by the time according to 4,1,17 b), and then taken to the nearest lower 1/10 km/h.

Electronic Timing with Manual Backup

- (i)** The recorded speed in km/h shall be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the electronic system for the result.
- (ii) ~~In the case of an optical electronic system,~~** The senior speed judge shall check the result by looking at the logged individual lap times of the official flight, as well as the laps before and after the official flight. ~~If there is any anomaly, the backup system shall be consulted. If the backup system is manual and both timekeepers report a mistake (they may have timed one lap short), or if the backup system is electronic and it shows an anomaly, or if both electronic systems fail, then the competitor shall be given a replacement attempt.~~

~~If the backup time, either manual or secondary electronic, is within 12/100 of the primary system time, the primary system time is used. If the backup time, either manual or secondary electronic, differs by more, but is in itself consistent, its time should be used.~~

(iii) In the case where the electronic system does not return a clear time and speed then the mean of the two backup stopwatches shall be used to calculate the result.

(iv) If an uncertainty in excess of 12/100 seconds remains, then the In the case where the two backup stopwatches differ from each other by more than 12/100 seconds, then this must immediately be reported to the competitor or his team manager. The competitor then has the choice of using the slower stopwatch time to calculate his result or may take a replacement attempt. His decision must be given to the F2A Circle Marshall without delay, and is irrevocable.

**Electronic Timing with Electronic Backup
(Primary & Secondary Systems)**

(i) The recorded speed in km/h is to be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the primary system for the result.

(ii) In the case where the primary system does not return a clear time and speed, then the recorded speed in km/h shall be taken from the Electronic Official Speed (Eoff column for the TransiTrace system) of the secondary system for the result.

(iii) In the case where the primary and secondary systems both fail to return a clear time and speed, then the competitor shall be given a replacement attempt.

b) Replacement attempts shall be scheduled to take place within one hour of the original attempt.

Reasons

(i) To properly title and logically structure the paragraphs to make them easier to understand.

(ii) To clarify the timing procedure in the case of the three permitted variations of timing techniques including the handling of the backup systems.

3rd Clarification

Instruction: Create a new paragraph 4.1.18 and insert two paragraphs from the existing 4.1.17.

4.1.18 Individual Classification

- a) The best speed attained during the three flights is used for classification. In case of a tie, to separate the fliers, the second best speed, and if still a tie, the third best speed is used.
- b) The three first positions are subject to rechecking of the declared model aircraft characteristics.

Reasons

To clearly show the individual classification procedure.

Seconded by Competition Secretary
Carried unanimously

The Chairman granted the following AOB item to be brought forward at this juncture.

Control Line proposed the following F2D Rule Change.

4.4.5 Characteristics of a Combat Model Aircraft

No carbon fibre may be used in the construction or repair of the models used in F2D and F2E combat.

Reason;
SAFETY.

This is a safety measure aimed at preventing injury.

Composite structures reinforced with carbon fibres are liable to split into sharp pieces following collisions or crashes. These pieces can easily cause puncture wounds to pitmen during combat bouts or to members of the public who may use the same grassed areas for other sporting or leisure activities. The rule is proposed now, as an urgent safety measure, and in order to stop the inevitable move to all combat models being made with carbon composite structures. The rule should come into force w.e.f 1 January 2010.

Seconded by Chairman
Carried unanimously

The Competition Secretary proposed the following Rule Changes.

Introduction

All the proposed F3C rule amendments with the exception of 5.4.3, are necessary given what happened at the 2008 European Championships in France.

1st rule change:

Instruction: to change paragraph a) as shown.

5.4.3. GENERAL CHARACTERISTICS

AREA: The swept area of the lifting rotor cannot exceed 250dm². For helicopters with multiple rotors whose rotor shafts are more than one rotor diameter apart the total swept area of both rotors cannot exceed 250dm². For helicopters with multiple rotors whose rotor shafts are less than one rotor diameter apart the swept area of both rotors (counting the area of superposition only once) cannot exceed 250dm².

- a) WEIGHT: The weight of the model aircraft (~~without~~ with fuel ~~or with~~ batteries) must not exceed € 6.5 kg.

Reasons

5.4.3 – The proposed amendment to para a) is to eliminate the inequality between ic and electric powered helicopters in the current rules where ic helicopters have a maximum weight *without fuel* and the electric powered helicopters have a maximum weight *including batteries*. The increase of 0.5 kg in the maximum weight will balance the maximum weight realistically for both ic and electric powered helicopters/

2nd rule change:

Instruction: to change the first paragraph and paragraph c) as shown.

5.4.9. DEFINITION OF AN OFFICIAL FLIGHT

There is an official flight when the competitor is officially called. The flight may be repeated ~~at the Contest Director's discretion when~~ if, for any unforeseen reason outside the control of the competitor, the model aircraft fails to make a start such as:

- a) The flight cannot safely be made within the allowed time limit.
- b) The competitor can prove that the flight was hindered by outside interference.
- c) Judging was impossible for reasons beyond the control of the competitor (model aircraft, engine, or radio failures are not considered to be outside the control of the competitor). In such cases the flight ~~may~~ shall be repeated as close to the published flight time as possible. ~~immediately after the attempt, during the same round or at the end of the round, at the discretion of the Contest Director.~~

Reasons

The proposed amendment to both paragraphs is to remove the discretion of the Contest Director. Express discretion should not be a part of formal rules. The amendment to paragraph c) is to remove uncertainty from the timing of a second attempt and to prevent disruption to the the flight order times at 5.4.12.

5.4.9 DEFINITION OF AN OFFICIAL FLIGHT.

The wording was slightly confusing however it was agreed the Rule Change would be put forward as is and the Competition Secretary would look at it at a later date to clarify the wording better.

COMP SEC

3rd rule change: (Includes typo section a) second line changed to B.11.)

Instruction: to re-structure and standardise the sub-paragraphs as shown and to add paragraph numbers; to structure the first sub-paragraph as the following ones; to add a new first paragraph to the Flight Order sub-paragraph.

5.4.12 ORGANISATION

- a) TRANSMITTER & FREQUENCY CONTROL
See VOLUME ABR, Section 4b, Paragraph

B.11.

- b) FLIGHT ORDER

The flight order must be published with official flight times for each competitor and including judges' breaks and meal breaks. Neither the published flight order nor the flight times may be changed and the flight times must be adhered to as closely as possible and no flight time shall run earlier than published without prior agreement between the pilot and the organiser.

(i) Preliminary Rounds

The flight order for the first preliminary round will be determined by a random draw, taking into account that frequency will not follow frequency and team member will not follow team member of the same team. The flight order for preliminary rounds two, three and four will start at the first, second and third quarter of the initial order.

(ii) Fly-Off Rounds

The flight order for the first fly-off round will be established by a random draw, **taking into account that frequency will not follow frequency and team member will not follow team member of the same team.** The flight order for the second and third fly-off rounds will start at the first and second third of the initial order.

- c) PREPARATION TIME

A start circle 2m in diameter will be provided away from the flight line, spectators, competitors and model aircraft (see FIGURE 5.4.A).

A competitor must be called at least 5 minutes before he is required to enter the start circle.

When the previous competitor's flight time reaches 6 minutes the flight line director ~~can~~ **may** give the signal to start the engine.

The competitor is given 5 minutes to start the engine and make last minute adjustments. The model aircraft may only be hovered in the start circle up to eye level (Eye Level = EL = skids/landing gear are at eye level of the pilot) and must not be rotated beyond 180° left or right relative to the competitor. If the model aircraft is rotated beyond 180° the flight is terminated. The competitor in the start circle must reduce his engine's speed to an idle when the preceding competitor has completed the eighth manoeuvre. If the competitor is not ready after the 5 minute preparation time, he is allowed to complete his adjustments in the start circle; however, his flight time will have started at the end of the 5 minute interval.

d) FLIGHT TIME

The flight time of 11 minutes begins when the competitor's model leaves the start circle with the permission of the flight line director and the judges. If the allotted time expires before a manoeuvre is completed, that manoeuvre and all remaining manoeuvre(s) will be scored zero.

e) RESTRICTIONS

After starting the model in the start circle the model must be flown at EL to the helipad along the model entry path shown on the Contest Area Layout (Figure 5.4.A). The pilot may test hover the helicopter on the helipad and reposition it, before announcing the start of the first manoeuvre, to accommodate wind conditions. If the engine stops the flight is terminated.

f) INTERRUPTION OF A COMPETITION

In extraordinary weather conditions or if the wind component perpendicular to the flight line exceeds 8ms/s for a minimum of 20 seconds during a flight, the competition must be interrupted. The flight will be repeated and the competition continued as soon as the wind subsides below the criterion. If the wind does not subside before the round is completed, the entire round will be dropped. The determination will be made by the organiser with concurrence of the FAI Jury.

Reasons:

Paragraph b): to prevent the organisers from changing the published flight order and to make mandatory published flight times so that the pilot may know when to present himself ready for calling to the start circle (paragraph "Preparation Time").

Additionally to make it easier to distinguish between the draw for flight order, and to standardise the criteria, for the preliminary rounds and the fly-off rounds

Paragraph c): to relocate an existing paragraph to a more appropriate place in the sub-paragraph.

Paragraph f): to give the same instructions and resolution for “extraordinary weather” as are given for “[excessive] wind speed” as extraordinary weather can affect the round in the same way as can excessive wind speed.

Note: Paragraph d) with the double bars shows the increased flight time agreed at the 2008 Plenary meeting and effective January 2009.

The Chairman proposed the following change to the wording:

Bold and underlined text, second line delete “including”;
last line add after the word “pilot” “or his Team Manager.”

Seconded by Free Flight

Carried unanimously

The Competition Secretary commended the above Rule Changes: 1st, 2nd, 3rd, including the amendment to the 3rd Rule Change.

Seconded by R/C Power

Carried unanimously

Scale proposed the following Rule Changes including amendments where noted.

Seconded by Competition Secretary

Carried unanimously.

1. Model Stickers.

Vol ABR, Para B.16.6 A sticker, also provided by the FAI or marking to the pattern of this sticker, shall appear on each model aircraft (except for Indoor and Scale model aircraft).

Vol ABR, Para B 16.7 with FAI certificates and, when relevant, stickers. – *****THIS WAS WITHDRAWN*****

2. Model Engine Marking.

Vol ABR, Para B 16.11 For categories F2,F3 (except F3A) and F4,

3. Transmitter Control.

Vol F4, Para 6.1.12 Organisation of Scale Events

The flight order of the competitors will not be changed unless, in the case of R/C events, the organisers need to do so to avoid frequency clashes. The aim being to provide sufficient flexibility in frequency sequencing to allow a competitor to make use of his transmitter, at the latest, by the time he enters the No.1 ready box. There shall be no substitution of one team member's slot for another team member's

Changes to above underlined wording as follows -

Final paragraph, change to underlined sentence. Second line delete "The aim being to provide". Add the following words after "sequencing", "must be provided"

R/C Power Proposed the following Rule Change.

Seconded by Scale

Carried unanimously.

Sporting Code Volume: section 4 vol.5

Heading of section: 5.5.6. CLASS F5D - ELECTRIC POWERED PYLON RACING MODEL AIRCRAFT

Class: F5D

Number & heading of the paragraph: 5.5.6.9

Page number if appropriate: 21

Type the instruction in the space below: The addition of discarded scores for 12 or more rounds flown as per F3D rules.

Type the text changes in the space below (*show deletions as strike-through and additions as **bold underlined***):

5.5.6.9 Scoring

- g) The winner of the event is the competitor who has accumulated the lowest score after the conclusion of all heats. If four or more rounds are flown, each competitor's worst score shall be discarded. If nine or more rounds are flown, each competitor's worst two scores shall be discarded. **If twelve or more rounds are flown, each competitor's worst three scores shall be discarded.**

Proposals submitted by R/C Silent Flight Technical Committee generated a lengthy discussion without reaching any meaningful conclusions.

The Chairman concluded that, in his opinion, the length of the discussion means that the rule changes as presented are not sufficiently mature and are not clear. They are, however, important and need looking at carefully.

SF felt that it is imperative that they be included on the Agenda for the next CIAM Plenary Meeting and the Chairman, with the permission of the meeting, tasked the Competition Secretary and SFTC to review them and make the relevant changes, taking on board the comments from the discussion.

This is a slightly unusual procedure as we are not accepting the rules in principle, as would normally be done, but are asking the Comp Sec and the SFTC to present them to CIAM in the light of the considerable discussion that had taken place at this meeting.

There were four main issues to consider; safety, discard, zero and points.

The Chairman proposed that the Competition Secretary and SFTC review the proposal as submitted today to come up with a clearer proposal.

**COMP SEC
SFTC**

Seconded by RC/Power
Carried unanimously

TC589/10/08 (9) To receive FAI/CIAM Technical Sub-Committee list recommendations from Technical Committees.

Silent Flight:
Clive Needham F3B/F3J
George Shering F5

R/C Power:
Geb Jones F3B/F5D
John Beynon F3C
John Mee F3A

Scale F4:
Chris Allen

Free Flight:
Mike Francies – Space
Ian Kaynes – F1

Control Line F2:
Chris Barker
John Bonner
Peter Halman
John James
Mike Whillance
Information and Education:
Mike Colling

R/C Power proposed acceptance of the above names for recommendation to FAI/CIAM Technical Sub-Committees.

Seconded by Silent Flight
Carried unanimously.

TC590/10/08 (10) To receive FAI/CIAM Judge List recommendations from Technical Committees.

R/C Power:
R Ailles F3A/F5A
Pete Cappleman F3A/F5A
Dave Scoles F3A/F5A
Dave Tappin F3A/F5A
Bruce Naylor F3C

Control Line:
Chris Barker F2C
John Bonner F2B
Dave Brewin F2A
Richard Evans F2D
Jo Halman F2A
Peter Halman F2A
Vernon Hunt F2D
Peter Jackson F2B
John James F2D
Roger Ladds F2B
Bernie Langworth F2C
Dave Rudd F2C

Scale:
Chris Allen F4B/F4C
Bill Dennis F4B/F4C
Graham Kennedy F4B/F4C
John Miller F4B/F4C

Free Flight:
Nigel Bathe Space
Ian Dowsett Space
Mike Francies Space
Stuart Lodge Space
Geoff Seabrook Space

R/C Power proposed acceptance of the above names for recommendation to FAI/CIAM Judges list.

Seconded by Free Flight
Carried unanimously

TC591/10/08 (11) To receive de-briefing reports on this year's National Championships from Technical Committees & the Power Nationals Co-ordinator.

******* Free Flight – WRITTEN REPORT (APPENDIX B)**

Scale Indoor – This was a very good event, possibly the best one ever.

******* Scale Outdoor – WRITTEN REPORT (APPENDIX C)**

They highlighted an issue which requires discussion prior to next year's Power Nationals with regard to available space and distance between neighbouring flight lines.

***** **Control Line – WRITTEN REPORT (APPENDIX D)**

R/C Power – Mostly everyone was happy with their lot. There was some over flying of certain flight lines taking place, the main one being IMAC. Communications was vastly improved this year.

The Chairman commented on one issue that did not get resolved. On the Sunday there were two or three Scale aircraft over flying Trade and taking Trade into their landing circuit owing to a shift in the wind direction. This was witnessed and reported by reliable persons. The problem seemed to be that a change of landing circuit was needed and the competitors and judges were a few flights too late in realising this.

Scale commented that they were not made aware of this at the time. It has been noted and it will be addressed to ensure it does not happen again next year.

Andy Symons, Power Nats Safety Officer – In general he thought everything went very well. Communication between Show Line and Scale worked well.

Scale made one point that we need to give a little more thought when communicating over the radio. A case in instance was that a report came over the radio that RAF Police were required to attend an incident, which seemed to alarm spectators. It would not had been so alarming if it had been made clear that the RAF Police were required to assist with a dog trapped in a car. A more careful choice of words was recommended.

Power Nats Co-ordinator – Generally everything went very well. There were the usual issues such as the toilet saboteur, but we managed to sort it quickly.

He thought this was one of the best Power Nats we have had.

There were some issues with the radios. We will be changing suppliers next year which hopefully should make a difference.

Results – There are still some results outstanding. The Power Nats Co-ordinator said he would check which they are and chase them.

R/C Power reported that there was an issue regarding CD briefing and what procedures CDs should follow in the case of an emergency. CD packs were made available but some said they did not receive them.

He feels CDs should be given a verbal briefing.

The Chairman (Power Nats Co-ordinator) advised that he produced a full and comprehensive briefing sheet which was included in the CD pack and which was also emailed it to every known CDs prior to the event.

No other reports were received to say that CDs did not receive their packs. Control Line suggested to R/C Power that they do as they do and appoint an overall CD to cover all disciplines and they have a specific meeting at which all the individual CDs get their briefing.

R/C Power suggested that the Power Nats Co-ordinator should extend the distribution when he emails the briefing sheet to include Technical Committee Secretaries and Chairman.

The Competition Secretary also suggested the printed copy of the briefing sheet is attached to the front of the CD pack with pertinent points highlighted.

Power Nats Safety rep said he would endeavour next year to visit all flight lines and brief them personally.

Show Line & Top Gun – This was the first year Show Line and Top Gun were run as a combined event and it worked very well.

There was a reportable incident which did not cause any damage or injury but was been reported to the CAA. From information received so far and careful investigation of the airframe, it seems the cause was that the battery came unplugged in flight.

Silent Flight – After the initial debacle of having to revert back to using Spitalgate following arrangements being made to use an alternative site then subsequently rejected, everything went well.

Investigations are under way to with regard to using an alternative site for 2009.

**POWER NATS
CO-ORD**

The signing from the south needs to be more clearly signed Silent Flight Nationals not SF Nationals.

**POWER NATS
CO-ORD**

TC592/10/08 (12) To receive any reports from Technical Committees.

***** **Control Line – WRITTEN REPORT (APPENDIX E)**

***** **Free Flight – WRITTEN REPORT (APPENDIX F)**

The Competition Secretary raised a point which she picked up from the FFTC Minutes that SAM35 will have two Control Line circles at the Free Flight Nationals next year and asked for clarification of what events are taking place.

Free Flight advised that they would be running Vintage Team Race as a SAM35 event, not as a National Championship event.

The Chairman asked Free Flight to emphasise in their next minutes that the event is not a championship event.

FREE FLIGHT

***** **R/C Power – WRITTEN REPORT (APPENDIX G)**

They raised an issue regarding the implications of the different interpretations people have of the 'B' Certificate; whether it is a personal achievement or a competency certificate.

Some people are of the belief that it is a requirement for flying at public displays and when taking part in the Power Nationals which is an indication that the message that it is purely a personal competence certificate is not getting out there.

It was commented that this is the wrong meeting to discuss this issue.

Silent Flight

The conditions at the F5B World Championships in Kiev were appalling. It is imperative that the FAI is informed of these issues when they occur. The Competition Secretary said she would be raising the issue in her capacity as CIAM Technical Secretary at CIAM Bureau. There are several other similar situations at World/Euro Championships which she will be reporting to CIAM.

***** **Scale – WRITTEN REPORT (APPENDIX H)**

***** **Indoor – WRITTEN REPORT (APPENDIX I)**

TC593/10/08 (13) To receive a report from the Competition Secretary.

a) Receipt and ratification of any contests for next year's FAI Calendar.

The Competition Secretary has now received an entry for the Space Modelling World Cup. It will be called the Equinox Cup and will be taking place on 19th & 20th September 2009 at Barkston Heath. Geoff Seabrook is the contact for this event.

Silent Flight advised that there is an attempt to try and get an F5B Euro Tour event. Silent Flight was advised that the deadline for receipt of FAI Calendar Entries to FAI is 15th November.

However in exceptional circumstances it is possible for the Competition Secretary to accept the submission and inform Council at a later date.

Flying at Cottesmore – It is highly unlikely that Cottesmore will be available for any flying in 2009 or thereafter.

The Station is changing the way it runs its pilot training programmes and maintenance programmes and the likelihood is we will not be allowed on.

The second aspect is that there has to be an RAF host for any of our competitions who has to be a member of their model club. The previous incumbent at Cottesmore has resigned so there is no member of the model club to host our competitions.

This is a dreadful blow to the disciplines that use Cottesmore. She will be writing to the Station Commander in the hope that something can be done. In the meantime she asked R/C Power to report back to the relevant disciplines.

She will also be investigating use of Cranwell for some of the events.

WAG Selection Events – The BMFA do not currently have any rules that fit running these selection events that have to be run by the NAC. She will be liaising with the Technical Secretary to try and come up with a small set of rules that will go in the General Rule Book. There will at least then be a structure to work to if anybody is going to be running a WAG Selection Event.

TC594/10/08 (14) To receive any reports from Council, Sub-committees or Elected Officers.

Technical Secretary – He would like any BMFA Rule Changes as soon as possible.

Records Officer – He thanked relevant CDs for their co-operation with providing results for this year's Power Nationals.

There are a few names of trophy winners he is waiting for but this is in hand.

TC595/10/08 (15) To receive nominations for re-presentation of International Awards at the BMFA annual prizegiving dinner. Invitations will only be to nominees from this meeting and are at the discretion of the Society Chairman. Depending on the numbers not all nominees may be successful.

2008 Championship Medal Winners

F1D (Indoor Duration) WCh Team Silver - Bob Bailey,
Mark Benns, Derek Richards Team Manger: Nick Aikman

F2A (CL Speed) WCh Team Gold - Peter
Halman, Paul Eisner & Ken Morrissey Team Manager John
James

F3C (RC) Helicopter WCh Team Bronze - Mark
Christy, Dave Fisher, Steve Roberts Team Manager: Eddie
Oliver

F4C (RC Scale) WCh Team Bronze - Dave Knott,
Peter McDermott, Dave Wormersley Team Manager: Gordon
Warburton

Space Modelling WCh Individual Silver - Nigel Bathe
(S4 Boost Glider)

2008 Championship Medal Winners

F1C (FF Power) ECh Team Silver - Alan Jack,
Peter Watson, Stafford Screen Team Manager: Mike
Woodhouse

F1A (Glider)) Jack North Challenge Trophy for best
Championship placing across all
F1B (Rubber)) three Free Flight classes.
F1C (Power))

The Chairman commented that the list was rather long and that it was therefore unlikely that all those mentioned above would be able to be re-presented.

TC596/10/08 (16) To receive the dates of the 2009 Technical Council Meetings.

These were confirmed as **28th February 2009 and 17th October 2009.**

TC597/10/08 (17) Any Other Business.

There was nothing.

The Chairman closed the meeting at 5.15pm.

Linda Harding
Office Manager
29th October 2008

Circulation:

Authorised to attend:

The Chairman of the Meeting – Tech Sec
The Vice Chairman of the Meeting – Comp Sec
FAI Delegate / Records Officer
All individual members of each Tech Committee
One representative from each Specialist Body

Note – Those having voting rights are the Chairman and Vice Chairman of the meeting, the FAI Delegate, Records Officer and two members from each of the six Technical Committees.

The voting representatives of the Technical Committees can be any two members of the Committee; elected, co-opted or Specialist Body representative.

Copies to:

All Council Members

All Area Chairmen

All Area Secretaries

Fellows (Selected)

Club Bulletin

RNMAA Chairman

Roger Bellingham – Flying Site Adviser

BMFA News Editor

NW Area Treasurer

Geoff Seabrook – SpaceCom

Development Officer/Chief Executive

Office Manager

Accounts Manager

R/CP / SF Achievement Scheme Controllers

Provisional

Matters arising from March Tech Council meeting.

Shell oil for smoke

Health and safety. The shell Ondina oil is as benign as any mineral oil can be, there may be respiratory problems if the smoke is inhaled, there are unlikely to be any other side effects.

Smoke generation by model aircraft fuel.

This matter mainly concerned F3C. At the CIAM Plenary meeting I spoke to the chairman of the CIAM F3C subcommittee about possible ways to reduce the smoke emissions from F3C models. His preferred solution is to suggest to pilots that they choose a low smoke fuel, some of which are sold in the USA. While this may be an acceptable solution in the USA I don't believe that it is a world wide solution.

P Halman
17th october 2008

Provisional

Free Flight Nationals 2008

For the second year in a row weather was the principle feature of the Free Flight Nationals . In 2007 it had mostly been wet after a pleasant start. In 2008 it was mostly dry but very windy!

Despite the weather the organisation held up well, all the planned events were run and satisfactory results were achieved – in fact some events produced scores that were outstanding for any weather. The prize presentations were given a slick look using the BMFA exhibition panels as a backdrop and provided a ‘proper’ ending to each day’s competition. The support from head office worked well, from the receipt of the entries, through production of the publicity material, to the sending out of the results. As in previous years Roy Wright of Pantry Catering was employed to administer the campsite and gate, this arrangement continues to work well.

The finances of the event are dependant upon pre-entry, these entries were in line previous years levels. We budget each year to breakeven. The weather unfortunately had an impact upon the gate income and as a result a small loss was incurred. The Free Flight Nationals has a contingency fund which is more than sufficient for the overall requirements so this loss is not a concern.

Hopefully 2009 will see better weather. Outline plans are already being formulated for the meeting, which will be held over the three day Spring Bank Holiday at Barkston Heath.

Michael J. Woodhouse – FFTC Chairman, October 2008

Scale Outdoor National Championships – August 2008.

There were seventy-six entries overall, down by one from 2007, spread over radio control, free flight and control line. Once again, in order to get through the radio classes within the three days, we had to reduce the number of manoeuvres flown by the R/C classes. This together with making sure competitors were ready when their turn came meant we got three full rounds in during the weekend.

The weather for the weekend was generally good although there was rain Sunday morning and strong wind on Monday.

With the cooperation of transmitter control we were able to start flying at 8.0 am on Monday morning (also planned for Sunday morning but the rain prevented this) that allowed us to finish flying early. The wind on Monday also meant that a few of the F4C flyers, particularly those who felt they could not improve their places, opted not to fly on Monday rather than risk damaging their aircraft.

With only three entries for the Clubman class, one less than last year, it would seem that we will probably have to revert to the method of selecting the winner used prior to 1997.

We did have someone lined up to do the commentary but unfortunately equipment failure prevented this from happening.

Scale Free Flight was able to start at 6.0pm both Saturday & Sunday thanks again to transmitter control with around the usual number of competitors achieving qualifying flights. The number of competitors entering the 'Rubber' class more than doubled, this was probably due to a campaign earlier in the year suggesting that if numbers didn't increase the class would have to be dropped.

Scale control line flyers are still few in numbers at the Nationals. There were six entries this year and the flying was done at the other control line circles with static judging done in the scale marquee.

Scale R/C finds itself flying in the centre of four other R/C classes and inevitably there are times when the models go nearer the other groups than we would wish. It is regrettable that we have to ask pilots to fly to a different pattern than the ones they have practiced and used during the year resulting in some disappointing marks.

Models from the 'Display Line', particularly turbine powered, do frequently encroach upon scale flying area and I would suggest that before next years August Nationals that the two groups get together to try and find a solution.

Gordon Warburton SMAE
Scale R/C Competition Director.

2008 British National Control Line Championship.

The control line national championships were successfully held at Barkston Heath during the August bank holiday weekend. Twenty five of the twenty six classes were flown and all finished on schedule. We were fortunate that the appalling weather which we have suffered for most of 2008 relented for most of the championship period. The wind which was blowing from the south west not west or north west as it usually does, meant there was some shelter for the control line area.

Access to the airfield was not available until quite late on the Friday, but due to forward planning regarding the identification of the various safety cage components all three cages were erected on the Friday evening. The newly produced map of the control line area enabled the runway to be laid out without any problems. There are still some issues to be resolved regarding the combat site, the two mown circles were too close to each other. The CFA and Carrier chairmen will plot out the area before next year's Nationals and I will then incorporate a fully dimensioned combat area on the site map for 2009.

There were a few problems with supplies of ground equipment to team race, but I am sure they will be resolved for the 2009 Championships.

For 2008 the CLTC supplied new design trophies, this time in glass for all podium places. The trophies were organized by Mick Lewis, who finalized the artwork for each of the designs and arranged for their production.

There were no problems at the flight lines and the CLTC would like to thank all of the contest directors, timekeepers and scores for their efforts during the championships.

P Halman
Council delegate CLTC
17th October 2008.

Control Line Technical Committee report to tech council October 2008.

The competition season for control line is now finished. We had a very mixed year in 2008 both speed and team race lost four competitions due to bad weather while aerobatics and combat managed a full program. The F2A speed team again won team gold at the World Championships in France.

The CLTC welcomes the formation and adoption of Stuntcom as a specialist body. We look forward to working with them to help take F2B forward to a higher level.

All team selections have been completed with no problems. There are two applicants for assistant team manager for the European Championships 2009, the team designate will be voting shortly to choose who the ATM will be.

The Barton model club ran a very good World Cup event at the end of September. This was the first such event held in the UK, hopefully it will be repeated in future years.

A complete revision of the team race rules is underway, I hope to have a finished draft before the end of the year.

The list of individual champions for the honors board has been completed and forwarded to the chairman, the list of team champions requires final collating.

P Halman
Council delegate CLTC
17th October .02008.

FFTC Report to Council 2008

2008 has been a year of consolidation for Free Flight following the extensive rule changes at the start of the 2007 season. Development is the name of the game.

The changes (BOM and a number of revisions to class rules) are now being widely accepted and enjoyed, there is very little pressure for further change.

The 2008 season has been successful with large entries at Area Centralised meetings and notably the Southern Gala.

However as all will be aware it has been a year of (even?) worse weather than usual. This particularly affected the Northern Gala (strong wind and torrential rain) and the Nationals where a reasonable Saturday was followed by a dreadful Sunday (wind and rain) and even worse Monday (less rain but extremely windy). Even given all this the Nationals was a success and the liaison with the office went well

Despite these tribulations our overall entries have held up well and the season has been financially satisfactory both in general and for the nationals.

Internationally we have sent teams to the Free Flight Euro Championships in Bulgaria, the F1E Euro Championships in Germany and the Space World Championships in Spain. In Bulgaria our flyers won the Jack North trophy (highest National individual placing in F1A, F1B, F1C) for the first time and achieved a team silver medal in F1C. This endorses the changes that the FFTC have made to team development (headspace and a new style of team meeting). Space Modelling were also successful with an individual silver medal. The F1E meeting is taking place over the weekend of this Council meeting.

The free flight showcase was presented at the August Nationals and as in 2007 attracted much interest and suggested signs of a resurgence in Free Flight.

The establishment of a good working relationship with the Space Modelling Special Interest Group has been consolidated and we have worked well together throughout the season.

SAM 35 was given Special Interest Group status in 2008, their voting delegate being allocated to the FFTC. It is early days for this relationship but a constructive method of working is emerging and developing, and the future of this looks productive.

FFTC 09/09/08

RCPTC Report for Tech Counsel 18-10-08

The RCPTC continues to meet regularly, and the meetings are well attended.

- 1) The Team Travel fund has been discussed in some depth and possible solutions to different ways of distributing the funds are being looked at by the Treasurer and Committee. Estimates for the next four years being looked at.
- 2) The Committee has recorded and discussed this year's nationals, with reports made by each discipline under RCPTC. There have been a few issues which have been addressed or are being looked at.
- 3) Issues between BMPRA and club 2000 have yet to be looked into as the next meeting is not scheduled until November.
- 4) Most of the international teams this year were very successful in their competitions, although F3C encountered some problems over judging. This was been dealt with at the event and was not a specific problem to the UK Team but to all. We were well represented world wide and all the teams all proved a credit to the UK.
- 5) As a whole, RCPTC has run smoothly and continues to support the disciplines under its direction and has dealt with issues raised as efficiently as possible.

Provisional

SCALE TECHNICAL COMMITTEE REPORT FOR TECHNICAL COUNCIL MEETING – 18 OCT 2008

Overall a mixed year for Scale flying dominated by the weather which resulted in three of the RC Scale centralised meetings being abandoned. However, there was a resounding success to the end of the season, thanks to Ramsey MFC who kindly hosted us for our final meeting, replacing one that had to be abandoned earlier in the year.

Our F4C international team once again achieved a podium position at the World Championships, achieving a bronze, with new team member Dave Womersley achieving a creditable 21st place with his Chipmunk. This was in spite of some questionable judging and difficult local restrictions implemented by the host organisation.

The lack of direction and instability within the international scene causes the Scale Technical Committee grave concerns. Seemingly arbitrary rule changes generated and forced through by the CIAM Scale Sub-Committee are clearly causing confusion to the detriment of the competitors. Whilst the existing CIAM Scale Sub-Committee Chairman and his personally selected Committee are in post, it is difficult to see any way forward other than a complete overhaul of the CIAM organisation to make it a properly democratic organisation.

We are concerned with the introduction of the Scale “C” certificate and question what potential value this has, besides to provide another badge for the “flying suit”. Given the poor uptake of the aerobatic “C” certificate, we question whether “C” certificates are wanted by the membership or are cost effective.

Finally, the sharing of indoor flying venues with the Indoor Technical Committee is proving to be a great success and has resulted in more contests for our Scale Indoor flyers. There has been a marked show of interest in a Scale Indoor RC class and an inaugural event will be held at RAF Digby on the 30 Nov 2008.

Mike Goldby
STC Council Rep

30 Sep 2008

**Indoor Technical Committee Report to Technical Council Meeting
18th October 2008.**

The flying season is not yet complete but it has been an extremely positive year for indoor duration.

Within the Committee, Allan Weighell has instigated the 'Gyminnie Cricket Challenge', using an established, simple indoor model project flown in contests to connect with club and fun flyers who have traditionally seen indoor duration as too daunting and elitist. The inclusion of an alternative set of Gyminnie Cricket rules for more advanced flyers has produced some spectacular times in low ceilings and the design has also been included successfully in the 2008 BMFA Children's Flight Challenge event held at Duxford. The final of the Challenge is being run today at the Manchester Velodrome.

The 'GC' initiative will be reviewed and developed next year and the Committee is keen to improve links further with club/fun flyers.

The ITC has set up its own web page within the BMFA site and this has proved a very useful way of broadcasting info about 'GC' and other matters. The news section of the BMFA website and pages of the BMFA magazine have also been employed to publicise indoor duration to good effect. A number of 'new' fliers have been enticed indoors because of the 'GC' Challenge and the website and we hope to continue to attract new flyers in 2009.

Although venue hire continues to be a problem generally, the Indoor Nationals took place on September 19/20/21st at RAF Digby. A Champagne Fly Off event was run on the Friday evening using 'target times' so a number of classes could fly in the same event. Saturday was heavy weight day and Sunday was light weight day. We would like to thank Robin Gowler who attended the event on Sunday as well as thanking RAFMAA and the Scale Technical Committee for helping us obtain this good site. Attendance seemed to be up on previous years.

Finally the Indoor Technical Committee would like to nominate the F1D Team for re-representation of the Team Silver Medals won at the F1D World Championships held in Belgrade this August. The team consists of Bob Bailey, Derek Richards, Mark Benns and Nick Aikman (Team Manager).

*Mike Colling
ITC Delegate*

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