

MINUTES

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD

(T/A British Model Flying Association)

Minutes of the **Technical Council Meeting**

held on the 17th October 2009 at 11am

at Chacksfield House, 31 St Andrews Road, Leicester LE2 8RE

Provisional until confirmed at the next Technical Council Meeting

PRESENT

| | |
|--------------------|--|
| Jo Halman FSMAE | Chairman / Competition Secretary / CLTC Secretary |
| Jim Andrews FSMAE | Meeting Vice-Chairman / FAI Delegate |
| John French | Records Officer |
| Chris Allen | Scale TC Representative Alternate |
| Mike Colling FSMAE | Indoor TC Representative |
| Peter Christy | R/C Power TC Chairman |
| Steve Ogden | R/C Power TC Representative Alternate |
| Mike Francies | Free Flight TC Representative |

In Attendance

Linda Harding Office Manager / Minute taker

Visitors

Wayne Pendleton

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 28th February 2009.
- 5 Matters/Actions Arising from the meeting on 28th February 2009 that are not included elsewhere on this Agenda.
- 6 To review the set agenda for the first meeting of a Technical Committee each year and the August letter (current issues appended).

- 7 Tech Sec reminder to Technical Committees regarding their responsibility to send in each 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 F1 Classes – A, B, and C: provision of equivalent restricted technology specifications. Proposals 1 and 1a.
 - b F1 Classes – A, B, and C: provision of equivalent restricted technology specifications. Proposals 2 and 2a.
 - c F1 Classes – A, B, and C: provision of equivalent restricted technology specifications. Proposals 3 and 3a.
 - d F4C 6.3.2 Noise
 - e F4C 6.3.6. Flight
 - f F4C 6C.3.6.11 Realism in Flight
 - g F4C 6.3.7 Optional Demonstrations
 - h F4C 6C.3.6.11 Realism in Flight
 - i F4C 6.1.9 Documentation (Proof of Scale)
 - j F4C 6C.3.7
 - k F4C 6C.1 General
 - l F4C 6.1.9.4 e) Competitors Declaration
 - m F4C 6.1.11 Static Scoring
 - n F4C 6A.1.10.6. Scale Detail
 - o F4C 6A.1 General
 - p F4C Annex 6E.2
 - q F4C 6.3.9. Flight Score
 - r F4C Annex 6E.1
 - s F4C Annex 6E.3
- 9 To ratify the following British Record Claims:
- a Name Matthew Hart – BMFA No 30844
 - Class Jet Speed
 - Site Barkston (Nationals) Date 31 August 2009
 - Speed 325.51/202.26 Handicap 100.81%
- 10 To receive **FAI/CIAM Technical Sub-Committee List** recommendations from Technical Committees.

| | |
|--------------------------|--|
| R/C Power | Steve Roberts (043791) F3C John Mee (72383) F3A Geb Jones (085217) F3D |
| Scale | Chris Allen (000377) |
| Free Flight | Ian Kaynes FSMAE (021003) |
| Control Line | tba |
| R/C Silent Flight | tba |
| Indoor | tba |
| Space Modelling | tba |

11 To receive **FAI/CIAM Judges List** recommendations from Technical Committees:

| | |
|------------------------|--|
| R/C Power | Bruce Naylor (050887) F3C Robert Ailles (12721) F3A David Tappin (43764) F3A Peter Cappleman (004379) F3A Peter Brett (85489) F3A |
| Scale | Chris Allen (000377) F4C Bill Dennis (062686) F4C (Static) Graham Kennedy (111140) F4C John Miller (062736) F4B/C Steve Kessel (062900) F4C (Flying) |
| Control Line | tba |
| Space Modelling | tba |

12 Proposals from R/C Power Technical Committee as follows:

- a) That the “Code of Practice for the Operation of Gas Turbine Powered Model Aircraft” be amended. See the proposal attached to the agenda.
- b) To discuss the composition of the Achievement Scheme Review Committee. See the proposal attached to the agenda.
- c) Move F5D rules from R/C Silent Flight rule book to R/C Power rule book. See the proposal attached to the agenda.
- d) Change to BMFA F5D rules on League Scoring and World and Continental Team Qualification. See the proposal attached to the agenda.

13 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.)

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

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

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

16 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.)

17 To receive nominations for re-presentation of International Awards at the BMFA annual prize-giving 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.

18 To receive the dates of the 2010 Technical Council Meetings:

- 1st Technical Council – To be confirmed
- 2nd Technical Council – 16th October 2010

19 Any Other Business.

20 Date of next meeting.

MINUTES

Jim Andrews FSMAE was appointed Vice-Chairman of the meeting.

Permission was granted for two items that had been submitted as Any Other Business relating to F2 FAI Rule Changes, to be included at Agenda item 8 - To receive FAI Rule Changes.

TC614/10/09 (1) Apologies for absence.

Apologies were received from the following:

Chris Bromley FSMAE, Technical Secretary, Peter Halman FSMAE, CLTC Representative, Barry Robinson, CLTC Member, Les Eagle, RCPTC Representative.

TC615/10/09 (2) Request for permission to be absent.

There were no requests.

TC616/10/09 (3) To verify the voting strength of the meeting.

There were eight members eligible to vote.

TC617/10/09 (4) Correction and adoption of the Minutes of the Technical Council Meeting held on 28th February 2009.

Page 4

Penultimate paragraph, first and second line – Replace “Futaba employee” with “Technical Director of Ripmax”.

Page 6

Third paragraph from the top, last line – Delete “will”, “a” and “no-go”. Insert “no longer available for model flying” at the end of the sentence.

Final paragraph, fifth line – Insert after “that” “in line with policy”
sixth line – Delete “TC plenary”, replace with “Technical Committee”.

Page 7

Eighth paragraph, third line – Delete “there”, insert “at CIAM Plenary”.

Tenth paragraph, second line – Replace “extrapolating”, with “receiving”.

Page 8

Third paragraph, first line – Replace “experimental” with “unofficial”.

Fourth paragraph, third line – Insert “the helicopter” after “their”.

Sixth paragraph, last line – Insert at the end of the sentence “at the end of any National Championships.”

Page 9

Penultimate paragraph, last line – Replace “presentation” with “publication”.

Final paragraph, third line – Replace “BMFA” with “their”.

Page 10

Top paragraph, first line – Replace “waiting” with “weighting”.

Page 11

Insert the following paragraph as a new sixth paragraph under Technical

Secretary report – “The Competition Secretary said that it is unacceptable that rule books should be so late in being published. She advised that the absolute deadline for publication should be 31st January of any year and if the Technical Secretary did

not have bona fide rule updates by that date, then the existing rule books should be published. The Technical Secretary did not agree.”

Seventh paragraph under Technical Secretary report, third line – Insert “with Minute references” after “Committees”.

The FAI Delegate proposed that the Minutes of the Technical Council Meeting held on 28th February 2009 be accepted as a true record of that meeting.

Seconded by Indoor

Vote: For: 7
Abs: 1
Ags: 0

Carried by a majority vote.

TC618/10/09 (5) Matters/Actions Arising from the meeting on 28th February 2009 that are not included elsewhere on this Agenda.

ACTION / NOTES

Page 5

First paragraph, action Office Manager to check records of which Specialist Bodies had not sent in their Annual Return – The Office Manager advised that following the February meeting a report had been prepared by the member of staff concerned but she had omitted to provide a copy for this meeting.

The Office Manager agreed to provide an up-to-date report for the meeting Chairman.

OFFICE MGR

Fourth paragraph from the bottom, Power Nationals results 2008 on the website – The Records Officer asked if the outstanding Power Nationals results from 2008 as reported at the last meeting had been passed on to the Technical Secretary.

As the Technical Secretary was absent it was not possible to confirm. R/C Power however advised that as far as they were concerned all Power Nationals results for 2008 had been submitted to the Technical Secretary.

The Records Officer also raised an issue with regard to receiving Free Flight results. The email circulation for the Free Flight results is very extensive which can sometimes result in spam filters rejecting the email.

The Chairman thanked the Records Officer for pointing this out and asked that all Technical Committees note that problems with non-receipt can arise when sending emails to very many multiple addresses.

**ALL TECH
COMMS**

The Chairman also asked Technical Committees to ensure that in future the results are sent by a dedicated email with the Records Officer, Technical Secretary and Competition Secretary as the only three addressees.

**ALL TECH
COMMS**

Page 6

Seventh paragraph, action Chairman, Comp Sec to review Council Handbook Terms of Reference for Technical Committees and Specialist Bodies – Ongoing.

**CHAIRMAN /
COMP SEC**

The Chairman of this Council's last meeting was to discuss with the CEO the legal requirement for Limited Companies that documents are reviewed every five years and dated accordingly. – Ongoing.

CHAIRMAN

Page 7

CIAM Agenda discussion – Free Flight raised an issue with regard to a vote taken at the February Technical Council meeting advising the FAI Delegate on the course of action to take at the Plenary meeting in relation to a specific proposal for a rule change. Although the majority at the meeting abstained in the voting, this abstention was not taken into consideration at the voting at CIAM Plenary. There was no record in the Technical Council Minutes of this vote or the outcome.

A further point was raised regarding the relevance of abstention votes. The matter was discussed briefly and it was agreed that if, in future, a vote is called for when discussing the CIAM Agenda, then it should be recorded in the Minutes.

**CHAIRMAN /
MINUTE TAKER**

The policy regarding the relevance of abstentions will be looked into.

CHAIRMAN

Page 8

Halfway down the page, Results requirements – The Records Officer was pleased to report that he received excellent co-operation from all parties in relation to providing results for the Power Nationals **2009**.

Page 9

Action Comp Sec to seek agreement of Technical Council by postal ballot for form of wording to rationalise interpretations of the reason for the 'B' Certificate– The Competition Secretary explained that as a result of not progressing the action immediately, for which she apologised, the whole subject was overtaken by Areas Council and a Full Council decision.

R/C Power reported that following an instruction from Full Council a meeting took place between the AHA and the ASRC. The outcome of which was a revised proposal for the Helicopter 'B' Certificate. This went forward to the Areas Council in September where it was approved. It is hoped that this is now the end of the matter.

Third paragraph, Jet 'C' Certificate – R/CPTC reported that a discussion document produced by the ASRC had been circulated to various parties for comments.

He understood that the JMA have not responded to it because they feel that their ideas are so far removed from those in the discussion document that there is no common ground. *cont/...*

There was concern that it appeared that the JMA Committee had not specifically been contacted in relation to this document.

Post Meeting Note – The document was emailed to the Secretary and Chairman of the JMA for their comments. To date there has been no response. It is also known that the R/CPTC provided a copy to the JMA Representative on the R/CPTC.

Page 12

Top of page, action Comp Sec to suggest change of date of CIAM Plenary Meeting to CIAM – The Competition Secretary reported that she had successfully managed to persuade CIAM to move the Plenary meeting date. The 2010 Plenary meeting will be held on 16/17 April 2010. The Bureau Meeting will be held on 15 April 2010.

This concluded matters arising.

TC619/10/09 (6) To review the set agenda for the first meeting of a Technical Committee each year and the August letter.

Set Agenda

Office Manager to note for the future: the Set Agenda is to be sent as a separate item with the Agenda and not incorporated into it so that the Set Agenda document formatting is retained.

OFFICE MGR

Amendments to be incorporated as follows:

Item 9 Teams

First paragraph, last line insert after "Championships":
"as well as BMFA numbers and either club name or country member status (whichever is appropriate)".

CHAIRMAN /
OFFICE MGR

Item 11 BMFA Competition Details

(b) Season Tickets

Delete this only if Season Tickets are no longer issued by any Technical Committee.

Post Meeting Note – a season ticket is issued annually on behalf of Scale and so the "Season Ticket" item will be retained on the Set Agenda until further notice.

Items 12 & 14 Technical Committee's Other Agenda Items

All text under items 12 & 14 should be changed to italics as it is information only.

CHAIRMAN /
OFFICE MGR

The Records Officer raised the issue again, which he does every year, that the Technical Committee Minutes of their first meeting do not reflect the format of the procedures as laid down in the Agenda for the first meeting of Technical Committees. The Chairman responded that certainly the Minutes of the CLTC follow the layout exactly.

The Chairman suggested that the next Minutes of the Technical Committees first meetings are checked to see if they do comply.

OFFICE MGR /
COMP SEC

Indoor suggested that any amendments to the Set Agenda are marked accordingly.

The Chairman said she would discuss this with the Technical Secretary and request that single or double bars are used to mark the changes.

**CHAIRMAN/
TECH SEC**

August Letter

Changes to the August Letter were not required.

The FAI Delegate includes a reminder for comments/input concerning the suggested venues for forthcoming World/Euro Championships in his annual letter to Technical Committees. However he questioned whether this request should also be included in the August reminder letter from the Technical Secretary.

The meeting concurred that it is a difficult situation with no simple answer and so it would be best to leave things as they are.

TC620/10/09 (7) Technical Secretary to remind Technical Committees of their responsibility to send in the Technical Committee's Annual Return immediately after their first Committee meeting after the BMFA AGM.

The Technical Committees were duly reminded.

TC621/10/09 (8) To receive proposals for FAI Rule Changes as follows:

The Chairman pointed out that all CIAM Rule Change proposals to Technical Council should be accompanied by a BMFA proposal form, which is not only BMFA policy but is important because it shows the voting. The rule changes can be submitted on the BMFA proposal form, or on a separate sheet or on the CIAM proposal form itself.

The Chairman reminded Technical Committees that it is not necessary to submit proposals for the correction of typographical or paragraphing numbering errors in the FAI Sporting Codes. It just requires an email to the CIAM Technical Secretary notifying the error and it will be dealt with automatically for the next edition of the appropriate volume of the Sporting Code.

The Chairman also provided advice to Technical Committees that FAI class designations at the moment may only consist of the "F" character followed by a numeric/alpha pair.

(a) (b) (c) F1 proposals

Agreed in principle subject to Free Flight making the agreed changes as below.

For clarity, the F1 rule change proposals should be prefaced with "All other rules are the same as F1A" (or F1B or F1C as appropriate and should be added to the proposals.)

FFTC

The proposal for F1CX at vi) was ambiguous and it was agreed that it should be amended accordingly; possibly to include the full description of the propeller and deletion of “(non-folding or variable pitch)”.

(d) to (s) F4C Proposals

Two proposals (f) and (h) had been submitted for rule changes to F4C 6C.4.6.11 Realism in Flight. Proposal (h) was withdrawn as it was superseded by proposal (f).

Scale provided a summary of the overall background to the above proposals and guided the meeting through the individual proposals. Alterations/amendments arising from the discussion would be actioned by the Scale representative.

SCALE REP

All Scale proposals were approved and the Scale representative was congratulated on the enormous amount of work he had put in to generating these proposals. He would send the final proposals to the Chairman (in her role as CIAM Technical Secretary) for checking prior to submitting them to the office for onward transmission to FAI.

SCALE REP

Control Line proposals
F2A and F2B

The Competition Secretary, in her capacity as Control Line Technical Committee Secretary, explained that the F2A proposals were the same as the ones that Technical Council had approved in 2008 but had been very slightly modified to help non-native English speakers to understand them more easily. The F2B proposal was on safety grounds to modify the description of the end of the cloverleaf manoeuvre.

The above proposals were approved.

TC622/10/09 (9) To ratify the following British Record Claim:

The Records Officer commended the following record claim to this meeting.

| | |
|------------|------------------------------|
| Name | Matthew Hart – BMFA No 30844 |
| Class | Jet Speed |
| Site | Barkston Heath (Nationals) |
| Date | 31 August 2009 |
| Speed | 325.51 kph / 202.26 mph |
| Handicap % | 100.81% |

Two further Speed record claims had been submitted as AOB items and it was agreed to consider them at this point.

REC OFFICER

| | |
|------------|-----------------------------|
| Name | David Smith – BMFA No 01784 |
| Class | Formula 21 Speed |
| Site | Barkston Heath (Nationals) |
| Date | 30 August 2009 |
| Speed | 297.46 kph / 184.83 mph |
| Handicap % | 100.17% |

cont/...

Name Peter Halman – BMFA No 50198
 Class F2A Speed
 Site Barton
 Date 20 September 2009
 Speed 300.6 kph
 Handicap% 100.33%

The Records Officer recommended these three record claims for ratification.

Seconded by R/C Power
 Carried unanimously

The Records Officer will also pass the details to the RAeC so that the RAeC record certificates may be generated too.

REC OFFICER

TC623/10/09 (10) To receive FAI/CIAM Technical Sub-Committee List recommendations from Technical Committees.

| | | |
|-------------------|-------------------------|-------|
| R/C Power | Steve Roberts (043791) | F3C |
| | John Mee (72383) | F3A |
| | Geb Jones (085217) | F3D |
| Scale | Chris Allen (000377) | |
| Free Flight | Ian Kaynes (021003) | |
| Control Line | Peter Halman (050198) | F2A |
| | Barry Robinson (068248) | F2B |
| | Chris Barker (051784) | F2C |
| | Dave Rudd (002417) | F2C |
| | John James (058506) | F2D |
| | Vernon Hunt (002234) | F2D |
| R/C Silent Flight | George Shering (026644) | F5B/D |
| | Clive Needham (002566) | F3B/J |
| Space Modelling | Mike Francies (039222) | |

OFFICE MGR

TC624/10/09 (11) To receive FAI/CIAM Judges List recommendations from Technical Committees.

| | | |
|--------------|--------------------------|--------------|
| R/C Power | Bruce Naylor (050887) | F3C |
| | Robert Ailles (12721) | F3A |
| | David Tappin (433764) | F3A |
| | Peter Cappleman (004379) | F3A |
| | Peter Brett (85489) | F3A |
| Scale | Chris Allen (000377) | F4C |
| | Bill Dennis (062686) | F4C (Static) |
| | Graham Kennedy (1111400) | F4C |
| | John Miller (062736) | F4B/C |
| | Steve Kessel (062900) | F4C (Flying) |
| Control Line | Peter Halman (050198) | F2A |
| | Jo Halman (001102) | F2A |
| | David Brewin (058722) | F2A |
| | John Bonner (106589) | F2B |
| | Bill Grieve (SAA 4202) | F2B |
| | Chris Barker (051784) | F2C |

OFFICE MGR

Control Line ...cont/

Dave Rudd (002417) F2C
Bernie Langworth (040335) F2C
John James (058506) F2D
Vernon Hunt (002234) F2D

Space Modelling Geoff Seabrook (118328)

OFFICE MGR

Ian Dowsett (56513)
Nigel Bathe (63592)
Mike Francies (39222)

**TC625/10/09 (12) Proposals from R/C Power Technical Committee
as follows:**

- a) **That the “Code of Practice for the Operation of Gas Turbine Powered Model Aircraft” be amended as follows.**

This item had been included on the Agenda in error and was withdrawn.

- b) **To discuss the composition of the Achievement Scheme Review Committee.**

Peter Christy, R/CPTC Chairman raised an issue that the R/CPTC feels should be addressed. Having done some research it transpires that the Achievement Scheme Review Committee has a disproportionate number of fixed wing pilots. The R/CPTC considers that this serious imbalance needs to be addressed.

The R/CPTC Chairman commented that the ASRC say that it consults the relevant Specialist Bodies and experienced fliers on matters relating to the various disciplines. However as past experience has shown with, for example, the helicopter ‘B’ certificate, the R/CPTC does not believe that the ASRC are consulting widely enough.

It is difficult for the ASRC to have the credibility it needs amongst other disciplines when it is comprised so heavily of members from one discipline.

The R/CPTC accepted that this is a matter for Full Council and are quite prepared to put a proposal to Council. However the R/CPTC felt that it would carry more weight if the proposal came from Technical Council and therefore seek Technical Council’s support and guidance.

Following a brief discussion and with the exception of the Records Officer, the decision of this Council is that it lends its full support of the principle that the R/CPTC should make a proposal to Full Council.

R/CPTC

- c) **Move F5D Rules from R/C Silent Flight rule book to R/C Power rule book.**

When the F5D (Electric Pylon) class was moved from the SFTC to the R/CPTC the rules were not re-located from the Silent Flight BMFA rule books to the R/C Power ones.

Although a proposal for this re-location had been submitted, it was not necessary. The meeting agreed that the rules should be re-located as above.

TECH SEC

d) Change to BMFA F5D rules on League Scoring and World and Continental Team Qualification.

BMFA rule changes do not need to be submitted to this Council. The item was referred back to the R/CPTC to pass on to the Technical Secretary who produces the BMFA rule books.

R/CPTC

TC626/10/09 (13) To receive de-briefing reports on this year's National Championships from Technical Committees & the Power Nationals Co-ordinator.

******* CLTC – Written Report (APPENDIX A)**

Speaking as CLTC Secretary, the Chairman referred to the fourth paragraph of the CLTC report which mentions the very poor state of the runway surface which urgently needs remedial work for it to continue to be used for Speed flying.

The Records Officer responded to comments in the final paragraph of the report that refer to errors in the BMFA News published results for Control Line. He objected to the comments and the CLTC Secretary responded with some examples. In order to try and resolve the situation the Competition Secretary and Records Officer agreed that they would discuss this and check the results sheets after this meeting.

REC OFFICER/
COMP SEC

******* R/C Power – Written Report (APPENDIX B)**

With reference to the proposed new Scale Helicopter class for the 2010 Power the Chairman reminded R/C Power that she requires the information so that she can include the new class on the Nationals entry form.

SCALE TECH
COMM

******* Scale – Written Report (APPENDIX C)**

Despite the very windy conditions all three rounds were flown.

There was a complaint from IMAC on the Monday that a Scale model had flown into their air space. However IMAC models often encroach on Scale air space which Scale accepts as it acknowledges that the airspace is crowded.

Entries were high although there was a 2-1 split between Scale “flying only” and F4C. Scale will be taking a look at this over the next few months before deciding what to do for 2010.

The Records Officer asked Scale to pass on his appreciation and thanks for the swift return of the 1-2-3 podium results.

In the absence of the Power Nationals Co-ordinator, the Chairman briefly commented that it seemed to have been a very good turnout overall and that the camping units appeared to be in record numbers this year.

Indoor

The event took place at RAF Digby. It was an excellent weekend. Entries were up on the Sunday.

******* Free Flight, Space Modelling – Written Report (APPENDIX D)**

TC627/10/09 (14) To receive any reports from Technical Committees.

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

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

Free Flight – It was unclear whether a written report had been submitted. If a report is made available it will be included as an appendix.

Post Meeting Note. No written report had been received from FFTC. The Office Manager subsequently spoke with the Secretary of FFTC who was unaware that a report was required for this meeting. The requirement was noted for the future.

Free Flight reported on behalf of Space Modelling that for the first time FAIR ran the Equinox Cup World Cup competition this year at Barkston Heath.

Indoor – Finding suitable venues for Indoor flying continues to be a problem and the Indoor Technical Committee was continuing their research into the matter

Scale – No report.

TC628/10/09 (15) To receive a report from the Competition Secretary.

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

No further entries other than the three reported on at the last meeting. These have been submitted to the FAI.

***** **WRITTEN REPORT (APPENDIX G)**

The Competition Secretary emphasised that the cancellation of two classes F2A (Speed) and F2C (Team Race) from the European Championships just three weeks before the departure date was deplorable.

The organisers must have known well in advance that they could not hold these two classes as they had no hard standing available for the three circles. It certainly takes more than three weeks to convert sunflower fields into three championship-standard flying circles. The Competition Secretary had attended the Championships as a member of the FAI Jury and she had made a careful and thorough survey of the entire site. The area designated for the new circles held a crop of sunflowers.

It seemed that the FAI did not understand the integral nature of F2 (Control Line) Championships as it permitted the other two classes, F2B (Aerobatics) and F2D (Combat) to continue to be held. Since their inception, F2 Championships have always included the full complement of the F2 classes.

The FAI Delegate and the Chairman (as CIAM Technical Secretary) will support appropriate action to prevent this sort of thing from ever happening again.

Robust action by the Competition Secretary ensured that the BMFA was refunded the monies paid to the Organisers for the two cancelled classes.

Cont/...

The Competition Secretary is now preparing a submission to the Organisers to recover the monies lost by the F2A & F2C team members for flights etc.

TC629/10/09 (16) To receive any reports from Council, Sub-Committees or Elected Officers.

FAI Delegate – Nothing to report.

Records Officer – He took the opportunity to thank those people attending the meeting who had brought back BMFA perpetual trophies.

TC630/10/09 (17) To receive nominations for re-presentation of International Awards at the BMFA annual prize giving 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.

The nominations include:

F1C World Champion Peter Watson

F4C Scale European Champion Peter McDermott FSMAE.

F4C Scale European Gold Medal Team –
Peter McDermott FSMAE, Dave Womersley,
Nick Henderson & Gordon Warburton, Team Manager.

F4H winner Alex Kennedy

FAI Alphonse Penaud Diploma winner Peter Halman FSMAE

CHAIRMAN

TC631/10/09 (18) To receive the dates of the 2010 Technical Council Meetings.

The dates of the two Technical Council meetings 2010 were confirmed as:

Saturday 13th March 2010

Saturday 16th October 2010

TCA632/10/09 (19) Any Other Business.

The Chairman had been asked by the BMFA Chairman to bring to the notice of Technical Committees that they should remind their Team Managers each year to promptly let the office know by any means possible of the first, second and third placed medal winners at European or World Championships.

TECH COMMS

A serious issue has been raised concerning the future use of Barkston Heath. Problems have been reported to the BMFA CEO this year by Security at Barkston Heath regarding the competitions scheduled there through the year. Users are not abiding by the access/egress rules set down by the Barkston Heath authorities. In particular the Signing-in/out book has been found to contain silly, fictitious names.

Cont/...

The Chairman firmly stated that it is simply unacceptable that some fliers had so contemptuously disregarded the rules and risked losing the facility not only for themselves but for our many other disciplines that use Barkston Heath.

We have been informed that if the problems occur again we will not be able to use Barkston Heath other than for the Nationals.

The Chairman instructed all the Technical Committees to report on this issue at their meetings and to emphasise the severity of the problem to those people using Barkston Heath. The matter should be recorded in their Minutes.

TECH COMMS

TC633/10/09 (20) Date of next meeting.

The next meeting will take place on
Saturday 13th March 2010.

Linda Harding
Office Manager
30th October 2009

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 with 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 | BMFA News Editor |
| All Area Chairmen | NW Area Treasurer |
| All Area Secretaries | Development Officer/Chief Executive |
| Fellows (Selected) | Office Manager |
| Club Bulletin | Accounts Manager |
| RNMAA Chairman | R/CP & SF Achievement Scheme Controllers |
| Roger Bellingham, Flying Site Adviser | |

**Control Line Nationals Report
to the Technical Council Meeting 17/10/09**

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. The weather this year was extremely difficult; the high wind on Saturday caused a severe delay in starting most events because it was too dangerous to fly. Aerobatics had to be cancelled for the whole day. Fortunately Sunday and Monday were slightly less windy and we were able to complete our schedule on time.

Access to the airfield was not possible until late afternoon on the Friday. Despite the wind and rain, all three cages were at least partially erected on the Friday. The final assembly and the safety roping was finalised on Saturday morning. The Aerobatics area was modified from 2008 in order to give larger safety areas for the judges. The Team Race cages were more secure this year because the bottoms of the nets were tied down using the new orange rope.

For 2009 the CLTC once again supplied the new design glass trophies for all podium places. The trophies were organised by Mick Lewis, who finalised the artwork for each of the designs and arranged for their production. The trophies were graciously presented by the BMFA Chairman at the end of the contest. The Chairman led a minute's silence to remember Denis Ward, Andy Daghish and Marlene May, the wife of Gordon May, who all passed away this year.

There is a growing problem with the east/west runway where the Control Line competitions are flown. The runway surface is in very poor condition and it will not be very long before it becomes unusable. Control Line contest directors have to do a FOD plod before they start to fly in order to remove all of the loose pieces of tarmac from the runway! There were no other problems at the Control Line flight lines and the CLTC would like to thank all the contest directors, timekeepers' scores and tabulators for their efforts during the championships.

Subsequent to the Nationals, the BMFA news quickly published the results. Unfortunately there were silly errors in the published results for speed, mph instead of kph. There appears to be confusion as to whether Natalia Dementieva is a "Miss" or not. The Team Race results do not have the correct protocol for names: team race teams are always referred to by family name only (e.g. Smith/Brown). The exceptions to the rule are when there are two people entered with the same family name but are not related when the initial of the forename is added (e.g. S Jones/P Jones). When two members of the same family make the team, only the family name is used (e.g. Metkemeijer/Metkemeijer). The unprecedented situation in Junior Mini Goodyear which was taken over by the Hanks family would excuse a break of protocol for the results of that event.

P Halman FSMAE
Council Delegate CLTC
16th October 2009.

RCPTC Nationals De-briefing Report 17/10/09

GBRCAA report that the entry level is at the maximum that can be sustained on single flight line, allowing an absolute minimum of 2 flights per day & continuous flying over 3 days with no breaks.

There was minimal interaction between GBRCAA and Helicopters, and no interaction with Pylon. One GBRCAA pilot was forced to take evasive action by intruding scale model.

The IMAC crossing could be improved by moving it up the runway towards pylon, without compromising safety and yet allowing more frequent crossings. This has been discussed with the Power Nationals Co-ordinator.

GBRCAA have requested some toilets nearer GBRCAA flightline!

Helicopters report no major issues - other than the wind - and minimal interaction with other flightlines.

They echo the GBRCAA comments about toilets! Perhaps some could be placed between GBRCAA and Helicopters?

The scale event proved very successful, despite wind, although flying had to be abandoned on Monday. It proved very popular with public, drawing large crowds! It also demonstrated that it is possible to operate large models in a confined area, with even the largest models keeping within the area of a school football pitch!

A number of spectators complained of the difficulty in locating the helicopter flight-line. We may need to consider sign-posts pointing the way to the heli flight-lines.

There has also been an approach to try and inaugurate some kind of 3D helicopter event next year. A number of individuals have indicated that they will attend the AHA AGM to discuss the possibilities.

Pylon reported no major problems, and relationships between the various disciplines on the pylon line was MUCH better this year! Events knitted together seamlessly!

There were some problems on Saturday with competitors attempting to return from IMAC via the pylon course, but following a meeting Saturday evening, there were no recurrences!

IMAC report entries up by 8 on last year. Many thanks to the mowing team for providing suitably prepared patch!

See note above about people attempting to reach IMAC via Pylon.

FunFly: Haven't received a report, but they have sent their results in.

Peter Christy
RCPTC Chairman.

Scale R/C, F/F & C/L National Championships – August 2009.

The number of entries over all the three disciplines was slightly down on last year. Because of the very low entries in Clubman last year (2) it was decided to drop this class. 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. The flying only class had the highest number of entries and in order not to lose time, we flew F4C in between the Flying Only class in order to give the judges a break. Thanks to the efforts of the flyers and the judges we did manage to complete the three rounds by mid Monday afternoon.

During the judge's changeover on Saturday, Group Captain Wharnby, Station Commander at Cranwell, together with the Society Chairman, Robin Gowler FSMAE, re-presented the European F4C team with their Gold Medals, Pete McDermott with his individual Gold Medal & Alex Kennedy with the F4H winner's award.

The strong wind over the three days meant that a few flyers decided not to risk their models. Checks on the wind strength were made frequently but it never reached the 20 mph average required to suspend flying. Ninety-Seven flights were made in the R/C classes over the weekend.

Thanks to Dave Phipps we had a good PA system plus backup and Graham Kennedy, helped at times by John Carpenter & Martin Fardell, gave a commentary on the flying to the public.

The Scale Free Flight flyers were really handicapped by the strong winds and the general consensus on Saturday evening was to abandon any attempts to fly. Although the wind strength on Sunday evening was similar to Saturday, a few brave flyers attempted to get qualifying scores. Seven 'qualifying' flights in all were made providing a winner in each of the three classes.

Scale control line entries were reduced to five and the experimental 'flying only' class attracted no entries. Only two people flew. They were also handicapped by the wind strength and only four flights were made.

The Society Chairman presented the certificates to the winners of both Free Flight and Radio Control.

The Handley Page Trophy for the highest placed twin-engine aircraft went to Mike Trew for his Kramme & Zeuthen KZ IV and the Technical Committee awarded the Erec Coates Trophy to Jeremy Collins for his British Aircraft Swallow 2. The John David Jones painting was awarded to Pete McDermott.

All the scale R/C flyers had been asked to keep their models within the area up to half way between the Scale line and the Display line and we had very few problems with over flying on both Saturday & Sunday.

When IMAC moved to the 'display line' on Monday we did have some complaints that the scale models were flying inside the IMAC 'Box' because this 'Box' extended well into the area being used by scale. This is something that needs consideration before next years Nationals.

Gordon Warburton SMAE
Scale R/C Competition Director.

2009 Free Flight & Space Model Nationals

In 2007 and 2008 the weather for the Free Flight Nationals had been very poor. In 2009 all this changed and we had a perfect weekend for Europe's premier free flight event. The weather came good late on the Friday and closed in again on the Tuesday!

The Free Flight Technical Committee always looks to improve and develop the Free Flight Nationals. SAM35 are now represented on the FFTC and thus some SAM35 events, in what was titled as "SAM35 at the Nationals" were added. The SAM35 events as well as being free flight included some control line and a RC assist classes, we hope to develop this aspect of the Free Flight Nationals in the coming years.

As well as all this competitive activity there are those who come along either to watch, fly their sport models or simply be there. In this way we have both the "Grand Prix" and "Classic Car Rally" aspect of our pastime represented.

Financially 2009 broke even. The main income is from the competitors who come for the weekend and pre-enter and pay prior to attending. This pre-entry system ensures that we can cover our costs and we pitch the fees accordingly. So regardless of weather the event is sustainable. The participation levels have plateaued in recent years. However costs continue to rise and thus margins have been eroded. For 2009, we held, or reduced our fees this was done to recognise the effect of the previous two years weather on those we wished to attract. We wanted to encourage our clientele to come along in 2009. Part of the consideration for 2010 will be the need to increase to our fees to cover the increasing costs. We will continue to closely monitor numbers participants and income.

Michael J. Woodhouse

**Control Line Report
to Technical Council 17th October 2009**

There had been a full programme of BMFA Centralised competitions planned for the 2009 season but the bad weather mid season meant that some had to be cancelled. Speed has lost one competition, while Team Race has lost three. Aerobatics has been fortunate in being able to run all but one of its scheduled contests. Combat, both domestic and F2D, have each lost one contest, but have still had a successful season. Both continue to field high numbers of competitors. We are continuing to struggle to attract more fliers to our Aerobatics competitions.

Carrier Deck continues to be strong and stable under the leadership of Andy Housden. Competitor numbers are increasing, and the development of electric power is continuing.

2009 was a European Championship year for Control Line and a full team had been entered in all four classes including a junior in F2D. However, just three weeks before the Championships were due to begin the Serbian organisers announced the cancellation of the F2A (Speed) and F2C (Team Race) because they did not have a suitable site for these two classes and this was despite repeated promises throughout 2009 that there was a suitable site available. The FAI allowed the Serbians to hold a reduced Championships with only F2B (Aerobatics) and F2D (Combat) being flown. The CLTC will work through the BMFA to ensure that this situation is never allowed to happen again.

There is the perennial problem of getting enough Contest Directors, Officials and venues.

The Control Line Technical Committee held meetings throughout the year including the winter meeting which is dedicated to Nationals planning. There were an number of rule changes approved at the October CLTC meeting which will be passed to the Technical Secretary in the next few weeks.

Peter Halman FSMAE
CLTC Delegate
16th October 2009

REPORT FROM THE RCPTC

The RCPTC has been well attended throughout 2009, and has been very busy conducting its day to day business.

In addition we have had quite a few spirited discussions on various ongoing issues. These have included the standard attained by our international teams and ways to improve performances. Also the steady progress towards the completion of the "Code of practice for the operation of turbine powered model aircraft".

Team travel funding is always an issue that requires contemplation and serious thought. We are after all distributing monies that are paid into the society by the general membership, most of which will never compete at national let alone international level.

RCPTC still feels that it should be included in all deliberations concerning the particular sections of the achievement schemes that our specialist bodies have unique insights of. We will be working towards this greater involvement steadfastly.

Our various disciplines have carried out their prescribed duties to run national championships with vigour and have also smoothed the way for new sections of the sport to be represented at the Nats and also allowing greater exposure to a few that felt rather overlooked.

I'm sure that all the RCPTC members for 2010 look forward to the challenges ahead as much as I do.

Steve Ogden RCPTC Safety Officer and RCPTC Alternate Delegate

Competition Secretary's Report for Technical Council 17th October 2009

2009 FAI Championships

1. Medals

F4C (RC Scale) European Championships

Individual: Gold medal & European Champion, Peter McDermott

Team: Gold medal, Peter McDermott, Dave Womersley, Mick Henderson.

Team Manager Gordon Warburton

F1C (FF Power) World Championships

Individual: Gold medal & World Champion, Peter Watson

Excellent results and our congratulations go to all of them.

2. Cancelled Championships

The F2 (Control Line) Championships, as we all know, comprise four classes, F2A (Speed), F2B (Aerobatics), F2C (Team Race) and F2D (Combat).

Just three weeks before departure the Serbian organisers cancelled F2A & F2C because they did not have a suitable site for these two classes and this was despite repeated assurances throughout 2008 & 2009 that there was a suitable site and a back-up site. The FAI permitted the Serbs to hold the other two classes, F2B & F2D.

After some robust emailing, the BMFA has now been repaid the monies it paid to the organisers for the F2A & F2C teams but, as is not unexpected, has lost some £200 because of the exchange rates.

The "non-insured losses" that the team members have sustained, such as flights, ferry bookings, car parking are still to be recovered and I am working towards a resolution of this. It will undoubtedly take some time.

We have to make sure that nothing like this ever happens again and I would hope that CIAM & FAI will take appropriate action.

International Teams

I checked and ratified a number of changes that were required for the British teams which Full Council had ratified in January.

UK Hosted Internationals

The Stonehenge World Cup (Free Flight) and the Equinox Cup (Space Modelling) were held successfully. We look forward to holding these two World Cup competitions in 2010 as well as the

bi-annual F2 (Control Line) World Cup. We have already received the registrations for these 2010 World Cups and they have forwarded, by the BMFA office, to FAI. (Technical Council Agenda Item 15.a.)

Out thanks have to go to the organisers and helpers who make it possible for top class fliers to compete at this level in the United Kingdom.

National Championships

We had a successful string of National Championships throughout the year although many were plagued by less-than-good weather.

Cont/...

In particular, the Free Flight and the Space Modelling National Championships enjoyed rare, fabulous weather at Barkston Heath in May while the Power Nationals at Barkston Heath in August and the Silent Flight Nationals at Spitalgate again endured high winds for the competition days and wind and torrential rain on the setting up days.

I know that the Technical Secretary has received and is working on getting the RC Pylon, RC Helicopter and the Silent Flight results onto the BMFA website. I believe this is the case, also, for the late Free Flight results. The Space Modelling results were sent to me and I have forwarded them, belatedly, to the Records Office and the Technical Secretary but FAIR, the Specialist Body for FAI Space Modelling must note that it is required to send the full results to the Records Officer for archiving and trophy allocation and to the Technical Secretary for publication on the BMFA webpage.

I don't know whether the Technical Secretary has received the Scale Indoor National results which are also not on the website. The website seems to be minus even a listing for the Indoor Scale, the Free Flight and the Space Modelling National Championships. Further investigation is clearly required.

Once again, I can only marvel at the change wrought at Barkston Heath for the Power Nationals and I thank everyone involved in making this set of spectacular competitions happen.

Mrs Jo Halman FSMAE
Competition Secretary
15th October 2009

NOTES

Ratified