

MINUTES

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD

(T/A British Model Flying Association)

Minutes of the **Technical Council Meeting**

held on the 16th October 2010 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	Meeting Chairman / Competition Secretary / CLTC Secretary
Ian Pallister	Meeting Vice-Chairman / Scale TC Representative & Chairman
Peter Halman FSMAE	FAI Delegate
John French	Records Officer
Mike Colling FSMAE	Indoor TC Representative
Mike Francies	FFTC Representative
Vernon Hunt	CLTC Representative
Clive Needham	R/C Silent Flight Representative

In Attendance

Linda Harding	Office Manager
Elizabeth Boswell	Minutes Clerk

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 13th March 2010.
- 5 Matters/Actions Arising from the meeting on 13th March 2010 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 Amend Volume ABR 1.4.2 Weight.
 - b ABR Section 4B - B.11. Radio Control, B.11.2, ABR Annex A.1a Guide for Submitting a Bid to Plenary to Host a World or Continental Championship.
 - c F3K new paragraph – 5.7.1.5 Penalties
 - d F3K 5.7.2.3 Change of model glider
 - e F3K 5.7.3.2 Start and landing field
 - f F3B 5.3.2.2 Launching
- 9 To ratify the following British Record Claims:
- a Name Paul Eisner – BMFA No 57093
 Class CL 0.15 Speed
 Site Barkston Heath (Nationals) Date 30th August 2010
 Speed 201.00 Handicap 100.45%
 - b Name Chris Barker / John Cuthbert – BMFA No 51784 / 51781
 Class F2CN
 Site Barton MFC Date 31st May 2010
 Time Heat 3 mins 43.6 secs
 - c Name Chris Barker / John Cuthbert – BMFA No 51784 / 51781
 Class F2CN
 Site Barkston Heath (Nationals) Date 30th August 2010
 Time Final 7 mins 32.1 secs
- 10 To receive **FAI/CIAM Technical Sub-Committee List** recommendations from Technical Committees.
- R/C Power** to be received at the meeting
- Scale** to be received at the meeting
- Free Flight** to be received at the meeting
- Control Line** to be received at the meeting
- R/C Silent Flight** to be received at the meeting
- Space Modelling** to be received at the meeting
- 11 To receive **FAI/CIAM Judges List** recommendations from Technical Committees:
- R/C Power** to be received at the meeting
- Scale** to be received at the meeting
- Control Line** to be received at the meeting
- Space Modelling** to be received at the meeting

- 12 Barkston Heath Bookings 2011.
- 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 2011 Technical Council Meetings:
 - 1st Technical Council – 26th March 2011
 - 2nd Technical Council – 15th October 2011
- 19 Any Other Business.

Please note: Items for Any Other Business should be handed, or sent, to the Office Manager in writing before the meeting commences.

Any questions to be asked under AOB that require detailed answers should be previously advised to the Office Manager to allow preparation of replies.
- 20 Date of next meeting.

MINUTES

In the absence of the **Chairman** (Technical Secretary), the **Vice-Chairman** (Competition Secretary) chaired the meeting and Ian Pallister – Scale Representative was appointed as **Meeting** Vice Chairman.

TC648/10/10 (1) Apologies for absence.

Apologies were received from the following:
Chris Bromley FSMAE - Meeting Chairman / Technical Secretary

It was noted that attendance at the meeting was low and yet only one apology for absence had been received. RCPT were not represented at the meeting for the second time in succession. It continues to be disappointing that so few representatives from Specialist Bodies attend Technical Council Meetings.

TC649/10/10 (2) Request for permission to be absent.

There were no requests.

TC650/10/10 (3) To verify the voting strength of the meeting.

There were eight members eligible to vote.

TC651/10/10 (4) Correction and adoption of the Minutes of the Technical Council Meeting held on 13th March 2010.

Page 7

Fourth paragraph, third line – replace “resigned” with “withdrawn”

Sixth paragraph, first line – replace “resigned” with “withdrawn”

The FAI Delegate proposed that the Minutes of the Technical Council Meeting held on 13th March 2010 be accepted as a true record of that meeting.

Seconded by Scale

Vote: For: 7
 Abs: 1
 Ags: 0

Carried by a majority vote.

ACTION / NOTES

TC652/10/10 (5) Matters/Actions Arising from the meeting on 13th March 2010 that are not included elsewhere on this Agenda.

Page 3

Fourth paragraph under heading Matters Arising, up-to-date report detailing which Specialist Bodies have not supplied relevant information required of them – At the previous meeting a concern was raised that there is currently no minimum number requirement of members to form a Specialist Body. A proposal was approved at the September 2010 Council Meeting that addressed the issue with “at least a reasonable proportion of the active participants” and Council will look at any such situation on its own merits and vote accordingly.

Fifth paragraph under heading Matters Arising, action to look into policy regarding the relevance of abstentions on CIAM agenda items - CIAM has introduced a simple majority voting system which now matches the voting system that the BMFA employs.

Page 4

First paragraph under heading Matters Arising, Power Nationals results requirements – Reported that the website has been updated with all the 2008 results. The 2009 results for Helicopter have been updated, but Pylon F3D and F5D are still outstanding.

Fourth paragraph under heading Matters Arising, British Record Claims – The Records Officer reported that the Records Book was up to date except for the records ratified at the September Council Meeting.

RECORDS OFFICER

Final paragraph under heading Matters Arising, refund for cancellation of F2A and F2C European classes in 2009 – Reported that refunds are not expected from the

Serbian NAC for flight and ferry costs.

Page 6

Sixth paragraph under heading To receive any reports from Technical Committees – Reported that the British Record set for F3D has been rescinded.

Page 7

Second paragraph under heading To receive any reports from Technical Committees – Reported that the F1D team practice held at the new site in the North East went very well. However, when the Nationals were held there, external weather conditions affected the indoor facility, and many competitors chose not to participate. If this exposed site is to be used again, it would need to be earlier in the year.

This concluded Matters Arising.

TC653/10/10(6) To review the set agenda for the first meeting of a Technical Committee each year (Current issue appended.)

It was agreed that no changes were required to the set agenda for the first meeting of the Technical Committee.

TC654/10/10 (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.

The Meeting Chairman reminded the representatives of the Technical Committees that their Annual Returns needed to be sent immediately after their first Committee Meeting following the BMFA AGM.

TC655/10/10 (8) To receive proposals for FAI Rule changes: (Full proposals appended)

The Meeting Chairman wished to have recorded that F3K had been raised to world championship status and yet it is still necessary for rule changes to be applied. The meeting agreed that for any class to be upgraded to World Championship status, the rules should have been very well designed first.

a) Volume ABR 1.4.2 Weight.

Amend to

The weight taken to determine the ~~minimum~~ **wing** loading, ~~and~~ minimum and **maximum** weight is that of the complete model aircraft in flying order but without fuel. **The weight shall be measured in kilograms and/or grams.**

It was agreed to change the word "and" to "or": ... minimum **or maximum** weight, is that ...

The proposal as amended was accepted.

b) ABR Section 4B - B.11. Radio Control

Add a new paragraph B.11.2 and re-number the subsequent paragraphs.

The organiser shall list the radio frequencies which are permitted to be used for each Championship. He shall also provide information about the maximum permitted radio frequency power and any special exemptions to maximum radio frequency power which are available.

The meeting agreed to add a final sentence as follows: **“This information must be published in the bid document”.**

The proposal as amended was accepted.

and

ABR Annex A.1a Guide for Submitting a Bid to Plenary to Host a World or Continental Championship

Amend as follows:

The bid must include:

Year

Type of championship where the championship name conforms to CIAM championship naming policy (see Annex A.1c for the list of appropriate championship names).

Category/categories of model flying

Submitting country

Submitting NAC

Organiser of championship including contact name, telephone & fax numbers & email address

Proposed month of championship

Class(es)

Radio frequency information (see B.11.2) (For RC championships only)

Venue

Flying site details

The proposal was accepted.

c) F3K – 5.7.1.5 Penalties

Add a new paragraph

An infringement of any rule will incur 100 point penalty to the pilot’s final score unless otherwise stated.

The FAI Delegate, Competition Secretary and Clive Needham – SFTC Representative are to clarify the proposal and with the permission of the meeting an appropriate revision can be put forward.

**FAI DELEGATE
COMP SEC
S/F TECH COM REP**

cont/...

d) F3K 5.7.2.3 Change of model glider

5.7.2.3. Change of model glider

Amend as follows:

Each competitor is allowed to use five model gliders in the contest. It is permissible to change parts between these five model gliders. The competitor may change his model gliders at any time as long as they conform to the specifications and are operated on the assigned frequency. The organiser has to mark the five model gliders and all interchangeable parts of each of the five model gliders. All spare model gliders must stay outside the start and landing field and **only one model is permissible in the start and landing field to score a valid flight time.** One of the spare model gliders may be brought into the start and landing field for an immediate change during the working time **after which the model no longer in use must be immediately removed from the start and landing field.**

The word “permissible” should be replaced with “permitted”. The meeting agreed that the proposal would be clearer if title was more general and subsections added clarifying the position for each classification.

The proposal is to be returned to F3K to be re-written, with guidance from the Competition Secretary, the FAI Delegate or Clive Needham - SFTC Representative. With the permission of the meeting an appropriate revision can be put forward.

**COMP SEC
FAI DELEGATE
S/F TECH COM REP**

e) F3K 5.7.3.2 Start and landing field

Amend as follows:

The organiser must define the start and landing field before the start of the contest. Within the start and landing field each competitor must have adequate space to conduct his launches and landings, at least 30 m distance to any person in the start direction. The organiser should consider about 900 m² per competitor, (square of 30 m x 30 m). All launches and landings must happen within this area. The border line defining the start and landing field is part of the start and landing field. Any launch or landing outside this area is scored zero for the flight. Competitors may leave the start and landing field while flying their model glider, but starting, landing, and catching the model glider must only occur **with the pilot and model both** within the start and landing field. **Any landing with the pilot outside of this area is scored a zero for the flight.**

The clause “with the pilot and model both” must be both bold and under-lined on the proposal form to go to FAI.

The proposal was accepted.

cont/...

f) F3B 5.3.2.2 Launching

In paragraph f) delete the first sentence and replace with:

The battery may be charged on the launch line, but only by means of another 12volt slave battery of similar size with a maximum capacity of 100 ampere hours. Only 1 (one) slave battery per team except in the case of 2 (two) winch lines operating. In this case 1 (one) slave battery may be used in each direction. Any charger used must have an automatic cut-off set at maximum of 14.7 volts to prevent overcharging and risk of explosion. The charging leads must have a maximum diameter of 3mm and must be removed fro the winch battery at the time of launching the model.

The proposal was accepted.

Discussion ensued on maximum model weights and maximum take off weights

Ian Pallister Scale Representative and the FAI Delegate to look at a rule for the Competition Secretary as CIAM Technical Secretary to take to the December Bureau Meeting.

**SCALE TECH COM
REP
FAI DELEGATE**

TC656/10/10 (9) To ratify the following British Record Claims:

The Records Officer commended the following record claims to the meeting:

- a Name - Paul Eisner – BMFA No 57093
Class - CL 0.15 Speed
Site - Barkston Heath (Nationals)
Date - 30th August 2010
Speed - 201.00 mph
Handicap - 100.45%

- b Name - Barker / Cuthbert – BMFA No 51784 / 51781
Class - F2CN
Site - Barton MFC
Date - 31st May 2010
Time - Heat 3 mins 43.6 secs

- c Name – Barker / Cuthbert – BMFA No 51784/51781
Class - F2CN
Site - Barkston Heath (Nationals)
Date - 30th August 2010
Time - Final 7 mins 32.1 secs

- d Name – Matthew Hart – BMFA No 30844
Class – CL Fast Jet
Site – Barkston Heath (Nationals)
Date – 30th August 2010
Speed – 207.44 mph
Handicap – 102.5%

e Name – Ken Morrissey – BMFA No 2525
 Class – F2A Speed
 Site – Barton
 Date – 18th September 2010
 Speed – 301.7 kph
 Handicap – 100.34%

The Records Officer recommended these five record claims for ratification

Seconded by FAI Delegate
 Carried unanimously

The Records Officer will pass the details to the Technical Secretary for updating the BMFA Records List and to the RAeC so that the RAeC record certificates may be generated

TC657/10/10 (10) To receive FAI/CIAM Technical Sub-Committee List recommendations from Technical Committees.

R/C Power	John Mee (72383)	F3A
	Stephen Roberts (043791)	F3C
	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
	John James (058506)	F2D
	Vernon Hunt (002234)	F2D
R/C Silent Flight	Clive Needham (002566)	F3B/J
	George Shering (026644)	F5B/D
Space Modelling Education	Mike Francies (039222)	
	Mike Colling (068254)	

OFFICE MANAGER

TC658/10/10 (11) To receive FAI/CIAM Judges List recommendations from Technical Committees:

R/C Power	Robert Ailles (12721)	F3A/F5A
	David Tappin (433764)	F3A/F5A
	Peter Cappleman (004379)	F3A/F5A
	Peter Brett (85489)	F3A/F5A
	Bruce Naylor (050887)	F3C
Scale	Bill Dennis (062686)	F4B/F4C
	Graham Kennedy (1111400)	F4B/F4C
	Christopher Allen (000377)	F4C
	Steve Kessel (062900)	F4C
Control Line	Peter Halman (050198)	F2A
	Jo Halman (001102)	F2A
	David Brewin (058722)	F2A
	John Bonner (106589)	F2B
	Roger Ladds (000626)	F2B
	Barry Robinson (068248)	F2B
cont/...	Chris Barker (051784)	F2C

OFFICE MANAGER

.../cont Control Line	Dave Rudd (002417)	F2C
	Bernard Langworth (040335)	F2C
	John James (058506)	F2D
	Vernon Hunt (002234)	F2D
	Mervyn Jones (079655)	F2D
	Gordon Price SAA ?	F2D
Space Modelling	Geoff Seabrook (118328)	
	Ian Dowsett (56513)	
	Nigel Bathe (63592)	
	Mike Francies (39222)	

A question was raised whether another country could nominate a British Judge who had not got the British NACs approval, but would have the approval of the other country's NAC. The Competition Secretary & FAI Delegate thought not but the Competition Secretary is to look into the matter.

COMP SEC

TC659/10/10 (12) Barkston Heath Bookings 2011.

The meeting discussed the use of Barkston Heath and the booking system. Currently the first to book is the arbitrator of whether any other disciplines may use the site at the same time. This has led to a number of issues.

It was agreed that the policy would now be that the arbitrator would be the Technical Council. At each October Technical Council meeting it would consider whether the sharing of the site between different disciplines is feasible. The item would forthwith appear on that agenda.

OFFICE MGR

Applications that arrive after the October meeting of the Technical Committee, will be arbitrated by the Competition Secretary,

The Technical Council studied the calendar of current bookings and considered case by case whether joint use of the site was possible. The Chairman/Comp Sec is to pass these decisions to the CEO.

COMP SEC

The Meeting then looked at the potential overuse of Barkston Heath. The needs of the Grantham Club who use the site as their home ground were considered. The meeting also considered the issue that the more dates that are requested the less likely that all dates will be granted.

It was agreed that:

- a) the Power Nationals had to have exclusive use of the site for the entire August Bank Holiday weekend, but for any other time to be available for multi-use as far as possible;
- b) Technical Committees to ensure that they consider sites other than Barkston Heath for competitions.
- c) F5B be asked to move dates to share the site with other disciplines and thereby reduce the number of days for which the site needs booking.

S/F TECH COM REP

TC660/10/10 (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.)

Co-ordinator's – Written Report (Appendix A)

Scale – Written Report (Appendix B)

The Scale Delegate reported on the problem with over flying. A complaint had been put into the office about Scale models flying over the car park and interaction issues with Show Line flying. It had been agreed at the last Scale Technical Committee Meeting that in future whenever there is a cross wind, they will appoint a safety marshall with a system of yellow and red flags and radio contact to monitor and control the flying.

There had been a lot of Scale entries and the only way that they could all be fitted in was by dropping some manoeuvres from the schedule. F4C argued that as a "blue ribbon" and Team Selection competition, their manoeuvres should not be dropped in favour of the Flying Only competition as it was in effect a "fun" class.

There is also a body of opinion that would like to see the re-introduction of the Clubman Class as the gap is too big between Flying Only and F4C. As the standard of flying is so high in F4C, this leaves no class for people who design and build their own models. But it will prove difficult to fit in another class on a single flight line.

The meeting expressed grave concerns that competition flights are compromised by flight line availability.

The meeting discussed the use of space between Scale and Showline. It was postulated that Scale Flying Only could take place on two mornings (from 9.00am to 1.00pm) when flying conditions are usually more favourable. Showline could then take place on two afternoons (from 1.30pm – 6.00pm) when more spectators are around. IMAC could then continue to have two days in the compound and one day on the Showline. The Competition Secretary will highlight the issue at the forthcoming 2010 Nationals De-briefing and 2011 Nationals Planning meeting.

COMP SEC

The Records Officer reported that he had been on site at the time that the Marquees were erected, the marquee and scoring tent had been erected in line with the roping, and therefore the siting of the scoring tent is a roping issue.

Control Line – Written Report (Appendix C)

The Records Officer reported that complaints had been received from some Combat fliers that they were unable to practice at the site on the Friday night. The Chairman made it clear that there is no prerogative for anyone to have flying practice on the Friday evening as the setting up has to take priority. If any conflict occurs in the future the Safety Officer is to be called immediately. For future years a practice area will be sought but there are no certainties that such an area will be found.

**** **Silent Flight – Written Report (Appendix D)**

To clarify the issue of Day Passes for entry to Barkston Heath, Mike Proctor is to request from the BMFA Office a list of all entrants and a list of the camping passes issued.

No Report received from R/C Power.

TC661/10/10 (13a) National Results

The Records Officer reported that he was pleased with the prompt return of the 1-2-3 results sheets from all the flight lines and he was able to compile and publish in the BMFA News in the usual way.

The Trophy UK Challenge is awarded to the highest placed SAA member at a National Championship. For 2010 the recipient has been chosen. All Technical Committees are to be reminded that this award is open to all National Championships. Following each January Council Meeting the Records Officer is to write to each Technical Committee to remind them about this trophy.

RECORDS OFFICER

The Scale Technical Committee has two Peanut Scale Trophies. The old one is part of the SMAE trophy list and is marked as being on permanent loan to the Scale Technical Committee. The Records Officer will send a receipt form to be signed and returned by the Scale Technical Committee following next year's Nationals.

RECORDS OFFICER

IMAC, F3A and all Control Line results for 2010 have been updated on the website. However some RC results for the Power Nationals, the Silent Flight Nationals, Indoor Nationals, Free Flight Nationals, Space Nationals and Scale Indoor Nationals remain outstanding. All the outstanding results are to be forwarded to the Records Officer who will forward them to the Webmaster in the following week.

RECORDS OFFICER

The Meeting discussed whether all National Championship results should be published in the edition of the BMFA News following the Championship. For this to be possible NCR sheets would be required for all classes for all National Championships.

RECORDS OFFICER

The Meeting unanimously agreed that all National Championships results will be published in the BMFA News. The Records Officer will progress this matter.

The Records Officer wished to bring to the attention of the meeting why the results of the E2K Pylon Racing had not been published in the BMFA News. Although E2K is in the BMFA rule book, it is an unofficial class at the Power Nationals as it is not on the Nationals entry form (NEF) and therefore the Records Officer is not required to publish the results. If the class wants to be an official Power Nationals class then it must be added to the NEF and to achieve this it must go through due process via the Club 20 Association, BMPRA, RCPT and, finally, the Competition Secretary who

generates the NEFs each year.

The Records Officer is most concerned that the F5B Multi-task Electric Glider Event was not held this year at the National Championships. It was discussed that numbers were insufficient for the competition to be held. The Technical Committees have the prerogative to decide whether or not a competition should be held.

TC662/10/10 (14) To receive any reports from Technical Committees. (Reports should be brief, preferably in writing & in advance and not concerning Agenda Items.)

Control Line – Written Report (Appendix E)

The Chairman agreed with the report that the current lack of access to the word documents for rule changes is proving difficult. The meeting went on to discuss the 2011 rule books. It felt that in the Technical Secretary's current circumstances, progressing the 2011 rule books might prove to be too much but, nonetheless, hoped that if the rule books required only small changes, he would be able to publish in the usual manner. However, it was unanimously agreed that if the rule books are not published by the end of February 2011, then the Technical Committee Rule Officers will be required to publish the changes as an addendum to the 2010 rule books. The Rules Officers will forward them to the BMFA office for inclusion in the on the website and in the next edition of the BMFA News. If the latter needs to be done, then the Competition Secretary should be kept informed.

ALL TECH COMS

No other written reports were received.

Scale – Verbal Report

Scale reported that they have had a good season, with excellent results at the Nationals.

Issues that they are considering at the moment include variations to the F4C rules. One of the proposals the UK put to CIAM Plenary in 2010 was to delete the phrase that bans the use of motion stabilisation devices. Principally this was put forward as it was believed that other countries' competitors were using them. It was envisaged that this proposal would have the effect of the matter being effectively monitored. However CIAM Plenary approved the deletion of the phrase, thus allowing the use of gyros. This has caused great consternation, as it is widely believed that the skill of the pilot and not the electronic device should be tested. As a result the Technical Committee has agreed that in the UK this rule will not be adopted and a BMFA variation will need to be included in the Scale rule book, but to enable the F4C team to compete equally with their foreign counterparts, then motion stabilisation devices can be used for **dedicated team trials, selection at future National Championships**

SCALE TECH COM

Next year's European Championships are scheduled to be held in Romania. No competitors registered for the team

trials and so these did not take place. Since then, two competitors have expressed an interest in travelling and have met the qualifying criteria. Advice from the meeting was sought in how to proceed. It was advised that an advertisement for a team manager should be placed on the BMFA website and in the BMFA News. The matter could then be re-considered at the March Technical Committee Meeting.

SCALE TECH COM

Scale have finished the drafting proposals for a Scale "C" Certificate which will now be sent to Areas Council.

Indoor – Verbal Report

The Nationals were held at Boulby but the weather conditions were not favourable and other suitable sites are being looked at. The Team Trials are to be held at Peterborough. Two competitions are to be held at Manchester Velodrome alongside R/C competitors.

R/C Silent Flight– Verbal Report

They have had a full season of competitions. F3B had no competitions abandoned or postponed and F3J have one competition to be re-scheduled in Scotland.

Free Flight– Verbal Report

Equinox Cup, the Space Modelling World Cup, was held a few weeks ago. The number of competitors was down, as a storm in Barcelona prevented Spanish entrants from attending.

Free Flight and Space are looking at holding a joint World Cup competition to cut down on costs. Questions were raised over the number of entry forms and registration fees that would be required for a joint competition.

R/C Power

No report was received from RCPT.

TC663/10/10 (15) To receive a report from the Competition Secretary.

****** Competition Secretary – Written Report (Appendix F)**

In addition to the written report, the Competition Secretary reported she is investigating a new style of FAI Licence. There is no requirement to have a stamp on an FAI Licence and there is no annual time limit. The idea is for a credit card style licence to be issued for a period of up to 5 years. This would cut costs and reduce work for the office and regular applicants. There was consensus that the cards may also facilitate competitors at airports.

COMP SEC

cont/...

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It was discussed whether the new database could be used to allow bona fide NACs to download the FAI facilitation letters but the Competition Secretary was not optimistic. However it could be possible for the Royal Aero Club to issue similar letters and the Competition Secretary would progress this.

COMP SEC

The Competition Secretary asked for representatives to feedback to team managers that she is still not receiving the results of the World or European Championships they attended. The results that are issue to Team Managers at Championships are not their own personal copies but belong to the NAC (BMFA) and. as such, should be forwarded to the Competition Secretary as the office i/c International Teams.

ALL TECH COMS

TC664/10/10 (15a) Receipt and ratification of any contests for next year's FAI Calendar.

No further competitions had been received for the FAI Sporting Calendar.

TC665/10/10 (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.)

FAI Delegate – verbal report

Reported that the World Cup results for F1 and F2 can be found on the CIAM website.

Control Line Representative – verbal report

Reported that the Russians are now willing to talk about F2D noise and talks are scheduled for next week.

TC666/10/10 (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.

Speaking as the Competition Secretary, the Chairman clarified that this agenda item was to verify the list of appropriate Championship medal winners prior to the BMFA Chairman's acceptance and sending out of invitations for the prize-giving dinner. However, the BMFA Chairman had decided that the invitations need to be sent out earlier and so the Competition Secretary had already forwarded the following names the BMFA Chairman.

F2A World Championship individual silver Peter Halman
F2A World Championship individual bronze Ken Morrissey
F2A World Championship team gold Halman, Morrissey and

cont/...

Eisner

F2D World Championship junior individual silver Jamie Griffin

F4C World Championship individual silver Peter McDermott

F4C World Championship team gold McDermott, Knott and Henderson

F1A European Championship individual bronze John Carter

For the future, the Competition Secretary will continue to liaise with the Chairman and this agenda item will be for notification only.

TC667/10/10 (18) To receive the dates of the 2011 Technical Council Meetings:

1st Technical Council – 26th March 2011

2nd Technical Council – 15th October 2011

TC668/10/10 (19) Any Other Business.

Terms and Conditions of Technical Committees

The Terms and Conditions of Technical Committees contain a proviso that there must be no more than two elected members of any club on a Technical Committee.

After discussion, it was **unanimously** agreed that a proposal on behalf of the Technical Council be put to the January Council Meeting that, additionally, there must be no more than two members of any Specialist Body on a Technical Committee.

COMP SEC

Records Book

The Chairman asked if the Records Officer would be willing to update the Records Book in the light of the Technical Secretary's continuing illness. Providing that he could obtain access to the editable Word document the Records Officer agreed. The Competition Secretary agreed to check the update prior to the pdf being sent to the Webmaster for publication on the website.

**RECORDS OFFICER
COMP SEC**

Verification of Measurements for Altimeters / Barographs

It was agreed to put the following proposal to amend Record Book 2a to the January Council Meeting as a BMFA variation:

(2a) 2.8.1 Verification of measurements (e) The measuring device must be zeroed at the point of launch. A signed statement by the pilot, substantiated by the official observer(s) must be included in the dossier.

COMP SEC

Consequential change: current sub-paragraphs d) & f) will need to be re-numbered.

The Competition Secretary as CIAM Technical Secretary will endeavour to have this rule submitted as a Bureau proposal to the ABR Volume of the Sporting Code for the 2011 CIAM Plenary meeting.

COMP SEC

Time Scale for Record Claims

There is currently no limit on time scales for submitting a competition record claim. The meeting discussed whether the FAI rule should be adopted.

The Meeting unanimously agreed that one system should be adopted for competition record claims and record attempt claims. Initial notification of the record claim should be made within seven days of the flight and then the claims dossier to be submitted to the Records Officer within 60 days of the flight.

The Records Book 2a will need to be updated to reflect this.

The Competition Secretary will design an appropriate form for the seven day notification to help facilitate the submissions. This could be included in the Records Book 2a.

Full Council is to be notified.

The matter of procedure if timescales cannot be met for international competition claims is to be brought to the next Technical Meeting. This should be an Agenda item for the next meeting.

Circulation List

The meeting unanimously agreed that the circulation list for both the Agenda and the Minutes should be rationalised as follows:

Circulation	All attendees of the Meeting
Copies to	All Technical Committee Members
	All Members of the Full Council
	Secretaries of Specialist Bodies
	Fellows (Selected)
	Club Bulletin
	Office Manager
	Accounts Manager
	Chief Executive
	Development Officer
	Club Support Officer

TC669/10/10 (20) Date of next meeting.

The next meeting will take place on
Saturday 26th March 2011

The Chairman closed the meeting at 5.44 pm

The distribution list appears overleaf

RECORDS OFFICER

COMP SEC

RECORDS OFFICER

OFFICE MANAGER

OFFICE MANAGER

Circulation:

All attendees of the meeting

Copies to:

All Technical Committee Members
All Members of the Full Council
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Fellows (Selected)
Club Bulletin
Office Manager
Accounts Manager
Chief Executive
Development Officer
Club Support Officer

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.

R/C, C/L and Scale Nationals 2011 – Co-ordinators report to Tech Council – 16 October 2011

It was with some apprehension that I 'stepped into the breach' to deputise for Chris Bromley FSMAE as the Nationals Co-ordinator for 2010. Chris has been doing the job for a lot of years and I was concerned that a lot of the detailed set-up information was held in Chris' head.

Although suffering with health problems, Chris produced a manual which provided details of the airfield roping layout and a schedule detailing how he prioritised the set up. This document was invaluable and I would like to record my thanks to Chris for providing such comprehensive guidance.

From an operational point of view it was one of the smoothest running Nationals that I have been involved with, largely thanks to the fantastic team of volunteers which Chris has assembled over the years, but also due to the additional set up time available to us as a result of the airfield closing on Thursday lunchtime which took some pressure off us. I would like to thank all involved, but particularly Mark Wigley and his Roping Crew, Wayne Pendleton, Andy Symons, Keith and Christine Lomax, Tony Butterworth, Tom Jones, John French, Nikki Hadlow, Robin and Poppy Gowler and Linda Harding.

A representative from the CAA made a visit on the Saturday. He was very impressed with what he saw. His only comment was in relation to the interaction between the Scale Line and Show Line where he observed some air space infringements. The Station Commander from RAF Cranwell also attended as did the Station Health and Safety Manager.

The First Aid reports can generally be quite comical (such as 'head injury caused by zip on ladies casual top' or 'blisters on feet due to new shoes'). However this year there were a few more serious emergencies, mainly relating to health issues. The Fire Brigade also attended due to a false alarm in the Hangar. The Police were also called as a result of an altercation between some of the campers. The offending camper was asked politely to leave, which he did without question. I have never seen so many blue lights at the Nats!

We were grateful to the Marquee supplier who sent a team out on the Sunday to secure the marquees that were being subjected to adverse weather conditions which also rendered the day a 'blow out' from the flying point of view.

During the course of the weekend, we managed to break 3 lights and the gate post at crash gate 6. The SATCO from Barkston thought that this was a 'good result given the number of people on site'.

Early indications are that the surplus from the event will be less than that of recent years, but this is largely due to reduced levels of admissions through the gates which is probably a direct result of the 'less than perfect weather'.

Dave Phipps
14 October 2010

Report to the Tech Council meeting on 16/10/10 on the 2010 British National Championships from the Scale Technical Committee

The Scale Nationals for R/C, C/L and F/F were successful despite the very strong winds for most of the weekend. Results were obtained in all bar the C/L classes. R/C flying was interrupted for about an hour on Saturday due to rain and Sunday was almost completely blown out. This reduced both the F4C and Flying Only competitions to only 2 rounds but both finished on time. F/F was similarly affected and whilst the entry numbers were quite healthy, only a handful of brave souls risked their models in the challenging conditions.

Pre-entries in the R/C events were very strong with 20 in F4C and 24 in Flying Only. In order to accommodate these numbers it was necessary to drop one manoeuvre from the flying schedule in both classes. This has subsequently been questioned by some F4C competitors who believe that this event should have priority. There is also a groundswell of support to reinstate some form of Clubman competition to stimulate original model building and bridge the gap between Flying Only, which is becoming dominated by ARTFs, and the now very high standards of F4C. Whilst most entries in Clubman are expected to come from current participants in the other two classes, there remains the likelihood that we will have to find some equitable way of capping the total number of entries. 36 to 38 is realistically the maximum we can accommodate on a single flight line. How this might be achieved is proving a challenge for the STC.

Following comments made last year on the inadequacy of the commentary we used the Indoor PA system powered from a generator which was much more effective, although the wireless microphone requested failed to materialise. The strong crosswind was also a challenge for even the most seasoned competitors. Having the sterile area roped off to allow an into wind approach was essential but it is understood that some models may have encroached beyond the downwind boundary above parked cars. This was not clearly evident to the pilots concerned or the judges and the STC has already agreed the need to place a marshal near this boundary with a flag and radio should similar weather conditions prevail in future.

It should also be noted that the marquee was erected slightly too near to the short runway which left insufficient room for the scoring tent to be erected in its usual position at a safe distance from the runway.

Ian Pallister

Scale Delegate
16th October 2010

**Control Line Nationals Report
to the Technical Council Meeting 16th October 2010**

The infrastructure provided for the Control Line (CL) flight lines was very good and our thanks go to Dave Phipps and his excellent team of helpers.

Control Line flying was severely restricted by the gale force winds. Speed had only four flights on the Saturday, none on the Sunday and just 16 official flights and 10 practise flights on the Sunday even though flying was extended by two hours to 17.00 hours. Speed is, of course, run on a handicap classification system which means that each class flight is classified as a percentage against that class's record. The top three placings were all over 100% of their class records. First & second places were the "Fast Jet" class and although both were over 100% of the class record only the first place will be submitted as a British Record claim. The third place was in the Open 0.15 class and that flight, too, will be submitted as a British Record claim. So, three record-breaking flights and two British Record claims is a remarkable achievement given the weather conditions.

For the first year Vintage Speed was not run as a combined event with Handicap Speed. It had its own dedicated circle and officials. It was a great pity that the weather so constrained the Vintage Speed flying for this first stand-alone Vintage Speed Nationals competition.

In Aerobatics, Team Racing and Combat, there was, some flying on the Saturday, none on the Sunday and frantic "catch-up" on the Monday. But all the classes were restricted in the number of flights. In Aerobatics, Class 2 was not run; in Team Race, 1/2A was not run; in Combat, 1/2A, F2F and Oliver Tiger were not run. Carrier Deck managed more flying than any other CL class on the Saturday but even they were restricted in the number of flights made overall.

It is intended to re-assess the CL circles on the east/west runway for the 2011 National Championships.

The British National Championships Control Line results for all classes have been published on the BMFA website and my thanks go to the Webmaster for this.

Jo Halman
CL Nationals Co-Ordinator
12/10/10

SILENT FLIGHT NATIONALS REVIEW 2010

General situation.

The office handled the entry documents well and kept Mike Proctor, the overall CD, informed by phone and email of late entries.

The problem with "Day Passes" remains. It is not clear from the entry form who needs one and who does not (because he has a camping pass)
Toilets arrived on time on Friday; they were even repositioned for F3K on Monday.

General organisation of events.

On arrival at Spitalgate Mike P and Clive Needham were confronted by the closure of the peri track which gives reasonable access to the infield via the windmill. Of the 3 routes open to us the shortest looked best but not "good" the others required much more driving over the bumpy grass.

The site is ideal from a size point of view but access has always been a problem, unfortunately, until arrival on site we do not know about any new obstacles and it must be assumed that the TA would not wish us to do anything such as putting down hardcore to make it easier.

Low slung vehicles have particular problem.

We located e-soaring in a previously unused part of the field, west of the "mown" square.

The purchase of a key-set combination lock prevented the scrambling of the code-wonderful. This had been a problem in previous years.

The disappearance of the large road signs, attributed to a local inhabitant was a problem (he claims he paid for the private road and the BMFA should contribute to the cost)

The only resolution would be to put them out and remove them each day.

Entries

These were up from 119 in 2009 to 142 this year, even though there were no entries in F5B due to the clash with the WC in the USA.

The largest increase was in e-soaring, the 200m height limited comp, totalled 39 an increase from 21 in 2009, the entry included 8 Slovaks.

The 2m e-soaring comp also increased from 14 to 21 making a total of 60 for electric soaring.

The increase of the F3J comp from 1 day in 2009 to 2 days this year reduced the number of competitors wishing to enter more than one event.

The whole weekend suffered due to the high winds but unlike the power nationals flying took place all weekend, although the 2m and 100s events did not complete as many rounds as expected.

The best conditions by far were on Monday afternoon so the F3K hand launched gliders were able to hold a full competition..

Early indications are that there will be a surplus of £757,
Unfortunately gliding events do not attract many spectators so it is not possible to collect gate money.

**Control Line Technical Committee Report
to the Technical Council 16th October 2010**

The Combat rules are being re-written in line with the format used for the Team Race rules but this is proving difficult to do without access to the current rule book as a Word document.

Vintage Team Race Special Interest Group (VTRSIG) has also undertaken a re-write of the VTR rules but this was achieved using their own document. It is expected that these re-written rules will be accepted at the CLTC's meeting on 23rd October.

When these two new re-writes are incorporated into the BMFA CL rule book then it will have a standard layout throughout.

The season's last CL competitions– F2D Combat & F2B Aerobatics - take place on Sunday 17th October and the proposals for the four British Teams will be agreed at the CLTC's meeting on 23rd October.

In common with many other categories, this has been an appalling season regarding the weather: a number of competitions were not able to be held and many that did go ahead did so under awful weather conditions.

The bi-annual Barton World Cup was held on 18th/19th September and suffered from incessant heavy rain on the second day which was so bad that the third round of F2A Speed had to be cancelled. However, a new British record was set on the first day in F2A Speed by Ken Morrissey.

2010 was a World championship year with full teams in all the four disciplines. F2A Speed and F2D Combat were successful.

There are significant changes in the FAI rules in F2A and F2D for 2011 and it may be necessary to have BMFA variations. These will be part of my brief for the CLTC meeting on October 23rd.

In early 2011 there will be the normal winter CL Nationals planning meeting and planning for the centralised events.

Vernon Hunt
CLTC
Delegate to Council.

**Competition Secretary's Report
to the Technical Council Meeting of 16th October 2010**

Since the March Technical Meeting, I have been away at a number of meetings in the UK and spent some considerable time abroad on FAI-CIAM business including FAI Jury President at the F2 World Championships in Hungary. On my return from Hungary I was plunged straight into the preparation for the CL element of the British National Championships.

I have almost caught up with all the outstanding emails and issues thereof and enquiries passed on to me from the BMFA office.

The Radio, Scale & Control Line British National Championships over the August Bank Holiday week-end suffered dreadfully from the gale force winds and almost all classes had restricted flying and some could not be flown at all. Given the importance to our fliers of the National Championships, the work and training they put in during the preceding months – as well as the Nationals being a team selection competition for many classes - then the dreadful weather this year had an even greater impact than usual.

Our British teams have again had a number of medal successes at the World & European Championships:

- *F1A European Championship Individual Bronze - John Carter
- *F2A World Championship Individual Silver - Peter Halman
- F2A World Championship Individual Bronze - Ken Morrissey
- F2A World Championship Team Gold - Peter Halman, Ken Morrissey, Paul Eisner
- *F2D World Championship Junior Individual Silver - Jamie Griffin
- *F4C World Championship Individual Silver - Peter McDermott
- F4C World Championship Team Gold - Peter McDermott, Dave Knott, Mick Henderson
- * F1A: Free Flight Glider
- * F2A: Control Line Speed
- * F2D: Control Line Combat
- * F4C: Radio Control Scale

It is hoped that we will be able to re-present the medals and trophies at our annual dinner and prize-giving.

Mrs Jo Halman FSMAE
BMFA Competition Secretary
13th October 2010