

## MINUTES

### SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.

(T/A British Model Flying Association)

Minutes of the Area Council Meeting held on the 7<sup>th</sup> June 2008 at 11am at Chacksfield House, 31 St Andrews Road, Leicester LE2 8RE.

Provisional until confirmed at the next Area Council Meeting.

### PRESENT

Graham Lynn MBE	Meeting Chairman
Nigel Barker	PRO
Peter Leavesley	East Anglia Area Delegate
Terry Rounce	London Area Chairman/ASRC Chairman
Peter Spurway	London Area Delegate Alternate/PAS Controller
Martin Dilly FSMAE	London Area Delegate
George Maynard	Midland Area Chairman & Delegate
John Thompson	Northern Area Chairman
Andy Symons	Northern Area Delegate Alternate
John French	North East Area Delegate Alternate
David Lloyd-Jones	North West Area Chairman & Delegate
Roger Bellingham	South Midland Area Chairman
Peter Christy	South Midland Area Delegate
Keith Miller FSMAE	South East Area Delegate
Stuart Simpson	Southern Area Delegate
John Harris	Western Area Chairman Alternate
Nial Ball	Western Area Delegate Alternate/SFAS Controller
Robin Jones FSMAE	Mid West Area Delegate
Frank Buttery	South West Area Chairman Alternate
Mike Chignell	South West Area Delegate
Howard Menary FSMAE	N Ireland Area Chairman & Delegate
Mick Evans	RAFMAA Area Chairman

#### **In Attendance**

Linda Harding  
Chris Bromley FSMAE

Minute Taker / Office Manager  
Technical Secretary

#### **Visitors**

Alf Tunncliffe  
John Bridgett

Midland Area Secretary  
Midland Area Webmaster

## AGENDA

- 1 Apologies for Absence.
- 2 Request for Permission to be Absent.
- 3 Correction and adoption of the Minutes of the Area Council Meeting held on 2<sup>nd</sup> February 2008.
- 4 Matters/Actions Arising from the Meeting on 2<sup>nd</sup> February 2008 that are not included elsewhere on this Agenda.
- 5 To receive reports from the Achievement Scheme Controllers.
  - a) Power
  - b) Silent Flight

- 6 To receive the following proposals from Chris Bromley FSMAE Technical Secretary on behalf of the Achievement Scheme Review Committee.

**a) That a seminar for the Area Achievement Scheme Co-ordinators be held within the next six months, organised and run by the Achievement Scheme Review Committee.**

**b) That Logbooks be produced for BMFA Examiners to enable them to record all tests taken, including failures.**

**c) That two new paragraphs be added to the Member's Handbook, page 47, Section 'Club Examiners'.**

*A Club has the sole right to specify which Examiners may test their members on their own flying fields. The Examiners may be those ratified annually by the Club or they may be Examiners who are invited by the Club Committee to visit the Club to test members.*

*This does not restrict the right of model flyers to be tested at a venue and with an Examiner of their choice but it should be noted that any Club may insist on satisfying themselves regarding the flying competence of any member or visitor who has been tested away from the Club and not by their own Examiners.*

**d) That the following wording be added to the Standards Booklets for the 'A' Certificate (Fixed Wing), the 'B' Certificate (Fixed Wing) and the 'C' Certificate (Aerobatics).**

*The wording is intended to replace the sections on deadstick landings and to give advice to the Examiner(s) on how they may proceed in any such situation.*

### **Interruptions to the Test**

*A possibility that may occur during a test is an engine failure part way through which, with helicopters could very well lead to a damaged model. If this is the case then the test obviously cannot continue and you should invoke the rule that the test should be performed in one flight and count the flight as one of the two attempts allowed during the day.*

*Genuine engine trouble or even engine-out situations during the test may be dealt with in one of three ways.*

*If the test was being generally flown in a satisfactory manner and the problem can be rectified quickly then the candidate may be allowed to continue the test from the start of the manoeuvre in which the problem occurred.*

If the problem cannot be rectified quickly but you consider that it was a genuine unforeseen occurrence, you may annul the test and not count it as one of the two attempts.

If the test up to the point of failure was not satisfactory, you have to option to cancel the rest of the test and count the flight as one of the two attempts allowed during the day.

Obviously, you will have to use your judgement on this matter as there will rarely be black and white situations but how they handled the emergency should be of great interest to you when you come to review the candidate's overall standard of flying.

**e) That the following changes be made to the Member's Handbook, Page 60, Column 1, BMFA Qualified Instructors.**

#### **BMFA Qualified Instructors**

Ratification as a Qualified Instructor (QI) is automatic and there is no test to take but you must comply with two conditions:

(1) You must **hold** an Approved Instructor rating and have held **it** for a minimum of one year,  
And

(2) You must **hold** the relevant 'B' certificate **and** have held **it** for at least six months.

You will get the new rating automatically if you already meet or if you attain these criteria.

**Note that the QI rating depends on your retaining both the AI rating and the 'B' Certificate. If either of these is lost, in the AI case for instance, by not renewing your membership or by not being re-ratified by a club as and when required, the QI ratification will also be lost.**

**f) That the 'B' Certificate (Fixed Wing), Page 51, column 1 of the 2007 Member's Handbook, part of Para (m) is modified as follows:**

Exceptionally, at a pre-determined point in the flight an intermediate landing may be permitted for the sole purpose of **either** refuelling or the fitting of a freshly charged flight battery. This landing may only be made with the prior consent of the Examiners. **The pre-determined point may be either after a specific manoeuvre or at a specific time of flight, whichever is requested by the candidate and agreed by the Examiners.** Two attempts per examination will be allowed in any one day.

The 'C' Certificate (Fixed Wing), Page 52, column 1 of the 2007 Member's Handbook, Para (m) is modified as follows:

(m) Exceptionally, at a pre-determined point in the flight an intermediate landing may be permitted for the sole purpose of **either re-fuelling or** the fitting of a freshly charged flight battery. This landing may only be made with the prior consent of the Examiners. **The pre-determined point may be either after a specific manoeuvre or at a specific time of flight, whichever is requested by the candidate and agreed by the Examiners.**

The 'B' Certificate (Helicopter), Page 53, column 1 of the 2007 Member's Handbook, part of Para (k) is modified as follows:

Exceptionally, at a pre-determined point in the flight an intermediate landing may be permitted for the sole purpose of either refuelling or the fitting of a freshly charged flight battery. This landing may only be made with the prior consent of the Examiners. **The pre-determined point may be either after a specific manoeuvre or at a specific time of flight, whichever is requested by the candidate and agreed by the Examiners.** Two attempts per examination will be allowed in any one day.

- 7 To receive reports from Committees or Co-ordinators related to the business of this meeting.
  - a) Achievement Scheme Review Committee
  - b) Flight Challenge
  - c) Education – *To include report on Youth involvement at committee level (Mike Colling)*
- 8 To receive reports from Area Committees. (Please ensure your Area prepares a maximum of 1 x A4 page synopsis of your report for the meeting. Photocopying facilities are available at Chacksfield House if required.)  
*To include progress report of Midland Area and South West Area experiment conducting Area business by email.*
- 9 To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.
- 10 To confirm date of next meeting.
- 11 Any Other Business.

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## **MINUTES**

### **A977/06/08 (1) Apologies for absence.**

Apologies were received from the following:

Jim Andrews, Mid West Area Chairman  
Bob Cutter, South East Area Delegate  
Elton Drew FSMAE, Western Area Chairman  
Phil Durant, Western Area Delegate  
Martin Dilly FSMAE, London Area Delegate & RAeC  
Tony Butterworth, Southern Area Chairman  
Paul Bellingham, RAFMAA Area Delegate  
Peter Lock, South West Area Chairman  
Tom Jones, North East Area Delegate  
Allan Weighell FSMAE, North East Area Chairman

### **A978/06/08 (2) Request for permission to be absent.**

Requests were received from the following:

Gordon Warburton FSMAE, Northern Area Delegate  
Mike Colling FSMAE, Education Co-ordinator  
Manny Williamson, Development Officer

The requests were duly granted.

The Chairman welcomed the two guests from Midland Area, Alf Tunnicliffe and John Bridgett.

**A979/06/08 (3) Correction and adoption of the Minutes of the Area Council Meeting held on 2<sup>nd</sup> February 2008.**

**Page 14**

- **Sixth paragraph, first line** – Change “hand” to “hang”.

**London Area proposed that the Minutes of the Areas Council Meeting held on 2<sup>nd</sup> February 2008 be accepted as a true record of that meeting.**

Seconded by South Midland Area

Vote: For: 18

Ags: 0

Abs: 3

Carried by a majority vote.

**A980/06/08 (4) Matters/Actions Arising from the meeting on 2<sup>nd</sup> February 2008 that are not included elsewhere on this Agenda.**

**ACTION/NOTES**

**Page 4**

- **Eighth paragraph, Hon Sec report on UAV's / UAS's (Unmanned Aerial System)** – The Honorary Secretary provided a résumé following a recent meeting he attended. He will be attending a further meeting next week in Paris with the Development Officer. The Development Officer will be giving a presentation at the seminar.

There are some interesting developments. The Honorary Secretary will provide updates accordingly.

The Technical Secretary flagged up a concern with regard to the possibility of use of some of the smaller UAS's by the TA's. It was stressed that any activities should be reported in the first instance to BMFA head office.

**Page 5**

- **Third paragraph, GTBA/JMA Joint Code of Practice** – South Midland Area reported in his capacity as R/CPTC Chairman that the GTBA/JMA Joint Code of Practice was formally adopted at Full Council in May.

This Council wishes to congratulate both organisations with the work involved in providing the final document.

- **Sixth paragraph, new acronym** – The Technical Secretary advised that a new acronym – S.W.E.E.T. has now been incorporated into the handbook addendum.

**Page 9**

- **First paragraph, new database** – The Technical Secretary advised that we anticipate having the new database operational within about six weeks.

**Page 10**

- **Sixth paragraph, comment from PAS Controller that “Examiners and Candidates all disagree with the new Helicopter ‘B’ manoeuvre”** – South Midland Area said that he is aware of a number of Examiners and candidates who are fully supportive of it.

**Page 14**

- **First paragraph, funding for Flight Challenge** - London Area asked if funding had been secured for 2009 Flight Challenge.

A request was made for a note to be included in the minutes if the Development Officer does have any knowledge of funding for 2009 Flight Challenge.

The Development Officer confirmed there is nothing to report at this stage.

- **Seventh paragraph, London Area Report highlighting the number of reports of incidents with radio models on slope soaring sites** – The Records Officer questioned whether this is something that we should be monitoring.

The Chairman commented that if there is a problem it is up to the BHPA (British Hang Gliding and Paragliding Association) to inform us.

Western Area advised that they have an agreement with a paragliding club at one of their flying sites which is owned by English Heritage but because we do not have a National agreement with them they do not have any jurisdiction over the site at all. There are quite a number of pilots that fly there who are not made aware of the BMFA and what we offer.

The Chairman suggested they could present a copy of the joint BMFA/BHPA agreement to the managers of the site to show what we have done. Where it is in place it seems to work quite well.

**Bird Study** -The Technical Secretary commented that when you enter into negotiations with National Organisations such as English Heritage, you need hard evidence to back it up. The only way we can counter their belief that model flying interferes with wildlife is with scientific evidence. The CEO has this in hand but it is not quite finished yet.

Roger Bellingham, Flying Site Adviser advised that whilst speaking to a representative of Natural England recently they said that they have nothing that says model flying is damaging to wildlife but they always take a precautionary view that there should be some control over it.

There is an opening there and we are trying to find some way to use it. He and the CEO and are currently in discussions with National Heritage in trying to progress a RSPB survey.

**Page 15**

- **Third paragraph, South East Area Report** – South East wished to register thanks to Mick Evans, RAFMAA Chairman for his assistance in providing contact information for RAF Odiham.

**Page 16**

- **First paragraph, use of SATNAV co-ordinates of field sites in case of emergency** – North West made a point that it would be a better idea to provide the co-ordinates to the entrance to the field and to lead the emergency services to the actual point of the incident from there.

The Chairman said it is a good point but we would need to look at it in more detail before giving advice to members.

This concluded matters arising.

**At this juncture the Chairman brought forward the special Midland Area/South West Area progress report (Item 8 on the agenda) on the experiment of conducting Area business electronically.**

Alf Tunnicliffe Midland Area Secretary briefly explained the developments of the trial to date.

He handed over to John Bridgett Midland Area website manager to provide an insight into their proposal to incorporate into the experiment the use of their website and what role it would play in this.

They hoped this Council would give them their blessing to move forward with this.

South West explained where they were at with running a similar experiment in the South West Area.

The response has been very slow and they are not really in a position yet of having anything tangible to run with. The situation in the South West Area is dire and he has grave doubts as to whether at the end of the year they will actually have enough officers to be able to run as an Area.

Midland Area offered their services to South West Area in setting up a website if they so wished. South West Area was very grateful for the offer.

The general feeling is that it is a very good concept. The Chairman said he would be steering other Areas if they believe it is something that would benefit them to contact Midland Area for their guidance.

South Midland commented that we should congratulate Midland Area on addressing a problem and hopefully have found a solution however the solution will not necessarily be suitable for all Areas. We should be encouraging where it is appropriate but should not be forced into the electronic route.

Something South West should bear in mind is that in some areas of the South West it is impossible to get internet access so it might not be that straightforward.

Midland Area offered to prepare a simple guide and précis of where they are now and how to keep within the Area Constitution, that can be mailed to Area Chairmen and any other interested parties.

**MIDLAND  
AREA**

The Technical Secretary said he believed we should make the system available to other Areas but not make it compulsory. There is a simple change to the Areas Constitution that we could suggest to Full Council.

The Chairman formally thanked Midland Area for their input and also their offer of assistance to other Areas.

We will review the situation again in February 2009.

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**AGENDA ITEM AREAS COUNCIL FEBRUARY 2009 – To review Midland Area/South West Area experiment.**

**OFFICE MGR**

Between them during lunch recess the Chairman and Technical Secretary put together the following form of words to put to Full Council in September, which will formalise what is going on and seek approval from Full Council for it to continue.

**Additional paragraph to be included in Article 26 paragraph two of the Areas Constitution, as follows:**

**“Alternatively a minimum of two ordinary meetings may be held with the addition of the use of an Areas Council approved electronic communications and meetings system.”**

Over the next two or three years it will be necessary to revisit the Areas Constitution to incorporate a section on how to run the electronic system. It would be a waste of time to do anything at the moment because we are still in the trials stage but the above proposal would cover what Midland Area are doing at present.

**Technical Secretary proposed the above form of words.**

Seconded by North West Area

Vote: For: 19  
Ags: 0  
Abs: 2

Carried by a majority vote.

\*\*\*\*\* **AGENDA ITEM FULL COUNCIL SEPTEMBER 2008 –**  
Proposal from Technical Secretary to include additional  
paragraph to Areas Constitution, as above.

**TECH SEC  
OFFICE MGR**

**A981/06/08 (5) To receive reports from the Achievement Scheme  
Controllers.**

\*\*\*\*\* **a) Power (WRITTEN REPORT) APPENDIX A**

He is still receiving queries from Helicopter flyers with regard to  
the requirements for the new hovering manoeuvres.

An Achievements Test day was held in the South Midland Area  
recently. It was publicised in the magazines and it seemed to  
generate an enormous amount of interest, which is very good to  
see.

Unfortunately it did highlight that there is a wide disparity in the  
standards of the testing that is taking place. We have been  
aware of this for some time and this is one of the reasons for the  
Examiners workshops to try to do something about it.

The 'A' and 'B' Certificates go to the Examiner who carries out  
the test, which is normal practice. If other options are required it  
just needs a note with the test form. All Examiners are dealt with  
directly.

We have new forms for Examiner tests and all Chief Examiners  
should have had those forms.

A question he regularly has to address is Areas of operation for  
Club and Chief Examiners. There are some proposals on the  
agenda today and hopefully if they are approved then the  
situation should be clarified.

The Records Officer – Commentator at a club airshow he  
attended recently kept using the term 'A' licence and 'B' licence.

The ASRC Chairman thanked the Records Officer for bringing  
this to our attention however the general consensus was that  
this should not give us too much cause for concern. People do  
tend to refer to things in different ways.

\*\*\*\*\* **b) Silent Flight – WRITTEN REPORT (APPENDIX B)**

The very low number of Silent Flight tests as mentioned in his  
report is again very disappointing.

The Silent Flight Controller would really appreciate any support  
Area ASC's might be able to offer to help boost the scheme.

The Technical Secretary highlighted an issue which has been  
brought to our attention regarding aero towing. A press release  
has been issued to all magazines and BMFA News on the  
legalities of aero towing.

The Silent Flight Controller said he does not believe it was a good idea to put out a press release. The Technical Secretary said it was necessary to clarify the situation.

The Honorary Secretary said we will approach the CAA SRG at the next meeting to discuss whether they would be happy to issue general exemptions which cover the activity.

This area of the sport seems to be increasing. It is not something we have addressed in the past because we did not consider it to be a problem.

**A982/06/08 (6) To receive proposals from Chris Bromley FSMAE Technical Secretary on behalf of the Achievement Scheme Review Committee.**

***a) That a seminar for the Area Achievement Scheme Co-ordinators be held within the next six months, organised and run by the Achievement Scheme Review Committee.***

Proposed by the Technical Secretary  
Seconded by North East Area  
Carried unanimously

ASRC

***b) That Logbooks be produced for BMFA Examiners to enable them to record all tests taken, including failures.***

Proposed by the Technical Secretary  
Seconded by Northern Area

Sample copies of the log books, produced in-house were passed round.

It was noted that there was a typographical error. A column was missing which should include the heading 'Test Type'.

The ASRC Chairman wanted to make it clear that this is not a book to log people's failures. It is a book to log an Examiner's activities during the year. It is basically a diary that the Examiner can refer to whenever he wants and the Area can refer to if necessary.

North West Area reported that there has been some disquiet in the Area about the log book as a whole. It might be shown to prove the Examiner has been doing some work, or not as the case may be and might be seen as a witch-hunt against them.

Concerns were raised with regard to the 'comments' section and the requirement for the candidate's signature.

A suggestion was made to change the heading 'comments' to 'Post Test Debrief'. A further suggestion was made to include the pass Certificate Number. The Committee agreed with these changes.

A vote was taken on the proposal incorporating the above changes.

Vote: For: 19  
Ags: 1  
Abs: 1

**ASRC  
OFFICE**

Carried by a majority vote.

***c) That two new paragraphs be added to the Member's Handbook, page 47, Section 'Club Examiners'.***

*A Club has the sole right to specify which Examiners may test their members on their own flying fields. The Examiners may be those ratified annually by the Club or they may be Examiners who are invited by the Club Committee to visit the Club to test members.*

*This does not restrict the right of model flyers to be tested at a venue and with an Examiner of their choice but it should be noted that any Club may insist on satisfying themselves regarding the flying competence of any member or visitor who has been tested away from the Club and not by their own Examiners.*

There was an amendment to the proposal to delete the following words from the second paragraph as follows:

*"who has been tested away from the Club and not by their own Examiners".*

Proposed by the PRO  
Seconded by North West Area

Vote: For: 4  
Ags: 12  
Abs: 2

Defeated by a majority vote.

The substantive proposal stands.

*A Club has the sole right to specify which Examiners may test their members on their own flying fields. The Examiners may be those ratified annually by the Club or they may be Examiners who are invited by the Club Committee to visit the Club to test members.*

*This does not restrict the right of model flyers to be tested at a venue and with an Examiner of their choice but it should be noted that any Club may insist on satisfying themselves regarding the flying competence of any member or visitor who has been tested away from the Club and not by their own Examiners.*

Proposed by the Technical Secretary  
Seconded by London Area

Vote: For: 19  
Ags: 0  
Abs: 2

Carried by a majority vote.

**ASRC  
TECH SEC**

***d) That the following wording be added to the Standards Booklets for the 'A' Certificate (Fixed Wing), the 'B' Certificate (Fixed Wing) and the 'C' Certificate (Aerobatics).***

The wording is intended to replace the sections on deadstick landings and to give advice to the Examiner(s) on how they may proceed in any such situation.

***Interruptions to the Test***

*A possibility that may occur during a test is an engine failure part way through which, with helicopters could very well lead to a damaged model. If this is the case then the test obviously cannot continue and you should invoke the rule that the test should be performed in one flight and count the flight as one of the two attempts allowed during the day.*

*Genuine engine trouble or even engine-out situations during the test may be dealt with in one of three ways.*

*If the test was being generally flown in a satisfactory manner and the problem can be rectified quickly then the candidate may be allowed to continue the test from the start of the manoeuvre in which the problem occurred.*

*If the problem cannot be rectified quickly but you consider that it was a genuine unforeseen occurrence, you may annul the test and not count it as one of the two attempts.*

*If the test up to the point of failure was not satisfactory, you have to option to cancel the rest of the test and count the flight as one of the two attempts allowed during the day.*

*Obviously, you will have to use your judgement on this matter as there will rarely be black and white situations but how they handled the emergency should be of great interest to you when you come to review the candidate's overall standard of flying.*

Proposed by the Technical Secretary  
Seconded by London Area

There were four typographical errors as follows:  
Under heading 'Interruptions to Test'

First paragraph, first line – delete comma from behind 'which' to in front of 'which'.

First paragraph, second line – remove 'helicopters'.

Fifth paragraph, first line – replace 'to' with 'the'.

Sixth paragraph, first line – replace 'by' with 'be'.

A vote was taken on the proposal incorporating the above changes.

Vote: For: 19  
Ags: 0  
Abs: 1

Carried by a majority vote.

**TECH SEC**

**e) That the following changes be made to the Member's Handbook, Page 60, Column 1, BMFA Qualified Instructors.**

**BMFA Qualified Instructors**

Ratification as a Qualified Instructor (QI) is automatic and there is no test to take but you must comply with two conditions:

- (1) You must **hold** an Approved Instructor rating and have held **it** for a minimum of one year,  
And
- (2) You must **hold** the relevant 'B' certificate **and** have held **it** for at least six months.

You will get the new rating automatically if you already meet or if you attain these criteria.

**Note that the QI rating depends on your retaining both the AI rating and the 'B' Certificate. If either of these is lost, in the AI case for instance, by not renewing your membership or by not being re-ratified by a club as and when required, the QI ratification will also be lost.**

Proposed by the Technical Secretary  
Seconded by PRO  
Carried unanimously.

TECH SEC

**f) That the 'B' Certificate (Fixed Wing), Page 51, column 1 of the 2007 Member's Handbook, part of Para (m) is modified as follows:**

Exceptionally, at a pre-determined point in the flight an intermediate landing may be permitted for the sole purpose of **either** refuelling or the fitting of a freshly charged flight battery. This landing may only be made with the prior consent of the Examiners. **The pre-determined point may be either after a specific manoeuvre or at a specific time of flight, whichever is requested by the candidate and agreed by the Examiners.**  
Two attempts per examination will be allowed in any one day.

The 'C' Certificate (Fixed Wing), Page 52, column 1 of the 2007 Member's Handbook, Para (m) is modified as follows:

(m) Exceptionally, at a pre-determined point in the flight an intermediate landing may be permitted for the sole purpose of **either re-fuelling or** the fitting of a freshly charged flight battery. This landing may only be made with the prior consent of the Examiners. **The pre-determined point may be either after a specific manoeuvre or at a specific time of flight, whichever is requested by the candidate and agreed by the Examiners.**

The 'B' Certificate (Helicopter), Page 53, column 1 of the 2007 Member's Handbook, part of Para (k) is modified as follows:

Exceptionally, at a pre-determined point in the flight an intermediate landing may be permitted for the sole purpose of **either** refuelling or the fitting of a freshly charged flight battery. This landing may only be made with the prior consent of the Examiners. **The pre-determined point may be either after a specific manoeuvre or at a specific time of flight, whichever is requested by the candidate and agreed by the Examiners.**  
Two attempts per examination will be allowed in any one day.

Proposed by the Technical Secretary  
Seconded by South Midland Area.

The Technical Secretary explained the background to the above proposal.

A formal action was placed on the ASRC to look at the wording "two attempts for examination will be allowed in any one day" in the overall context being used throughout the guidelines.A

**ASRC**

A vote was taken on the proposal.

Vote: For: 20  
Ags: 0  
Abs: 1

**TECH SEC**

Carried by a majority vote.

**Note.**

**The inception date for the above proposals will be 1<sup>st</sup> October 2008.**

**ALL**

The Technical Secretary will place a notice in BMFA News in the August issue.

**TECH SEC**

**A983/06/08 (7) To receive reports from Committees or Co-ordinators related to the business of this meeting.**

\*\*\*\*\* **a) Achievement Scheme Review Committee (ASRC)  
WRITTEN REPORT (APPENDIX R)**

The ASRC Chairman stressed the point made in his report that the main aim of the ASRC is to continually review and promote the achievement scheme at Club level not competition level. On behalf of the ASRC the thanked the Technical Secretary for the work he puts in and especially in putting together the proposals on behalf of ASRC.

Martin Godden a current member of ASRC who did an outstanding job on the Silent Flight books has expressed a desire to continue in a consultative role, which the ASRC are happy with. He will liaise with the Silent Flight Controller when necessary.

Andy Symons (Northern Area Secretary) has agreed to be co-opted on to the ASRC to replace Martin.

**ASRC  
OFFICE MGR**

**ASRC Chairman formally proposed that Andy Symons is co-opted on to the ASRC.**

Seconded by North East Area  
Carried unanimously.

The ASRC Chairman referred to a letter received from Trevor Main outlining his views and comments on the Achievement Scheme proposals put forward today. If we had this level of feedback from more people it would be very helpful.

He formally conveyed his thanks to Trevor Main for taking the time to respond.

**\*\*\*\*\* b) Flight Challenge  
(BRIEF REPORT INCLUDED IN DEVELOPMENT OFFICER  
WRITTEN REPORT) – (APPENDIX Q).**

Preparations are well under way for Flight Challenge which is taking place on 28<sup>th</sup> June 2008.

The University Challenge is taking place this weekend at Elvington.

**c) Education**

There is a discussion document provided by Mike Colling FSMAE of the Education Working Group, on the possibility of starting a Youth Committee.

**\*\*\*\*\* WRITTEN REPORT (APPENDIX C)**

The Chairman announced that this discussion would be deferred until the September meeting.

**\*\*\*\*\* AGENDA ITEM, AREA COUNCIL MEETING SEPTEMBER –**  
Discussion item on the possibility of starting a Youth Committee. **OFFICE MGR**  
(Append document provided by Mike Colling FSMAE on the agenda).

**A984/06/08 (8) To receive reports from Area Committees.**

**\*\*\*\*\* London Area – WRITTEN REPORT (APPENDIX D)**

**North East Area** - The Records Officer gave a brief report in the absence of the North East Area Chairman. The Area continues to flourish. A good number of clubs attend the Area meetings.

Albemarle is now an Army based and becomes less and less amenable to the flying of model aircraft. North East Area abandoned Albemarle as a venue for the Geordie Nats mostly because of the prohibitive cost for the DEO licence. The Cramlington Club have kindly offered their site to host the event.

The Area passed on their thanks to the CEO for his help and advice over the situation with Albemarle.

***Post meeting note.***

A written report has been submitted by the North East Area Chairman, as appended.

**\*\*\*\*\* WRITTEN REPORT (APPENDIX E)**

**\*\*\*\*\* Southern Area - WRITTEN REPORT (APPENDIX F)**

Southern Area outlined the initiative they took recently in organising a presentation for Area clubs to make them more aware of what the Area Committee is about in order to generate some new blood to the Committee.

Although at the time it was deemed to be a success unfortunately at the next meeting there was only one new face.

\*\*\*\*\* **Western Area – WRITTEN REPORT (APPENDIX G)**

He covered a couple of points in his report. They held an Examiners meeting on the 18<sup>th</sup> May, which was well attended by prospective test candidates however it highlighted again that Area Chief Examiners and Club Examiners are very few and far between.

There was still some useful information gained from the event and a report has been sent to the ASRC.

The Following workshops have been arranged for later in the year:

31<sup>st</sup> August 2008 – Silent Flight Electric Examiners workshop at Frome MFC.

19<sup>th</sup> October 2008 – ‘C’ Certificate workshop at Beaufort MAC.

**South West Area**

South West referred to an item he spoke about almost a year ago which was the disparity between Areas and the structure on a County basis for applying to various organisations and authorities for funds. They asked for guidance as to a solution.

The advice from the Technical Secretary was that they should divide the Area into two sub-committees; Devon and Cornwall. It might seem to be an impossible task however once people realise there is a possibility of securing some funding by adopting this procedure they will take it on board.

They were further advised that to make it viable they must work as a unified Area but as two individual Counties. Help and advice is available from the office if required.

\*\*\*\*\* **Mid West Area – WRITTEN REPORT (APPENDIX H)**

\*\*\*\*\* **East Anglia Area – WRITTEN REPORT (APPENDIX I)**

There was nothing to add apart from that throughout the Area Clubs are active and they do send invitations to each other when they hold fly-ins and events. The Clubs seem very happy to act independently but they do treat each other with a certain degree of respect.

\*\*\*\*\* **Northern Ireland – WRITTEN REPORT (APPENDIX J)**

\*\*\*\*\* **North West Area – WRITTEN REPORT (APPENDIX LK)**

There was one point he wished to highlight which is the RAF Shawbury outdoor Fun Fly scale only R/C event which will go ahead on 13<sup>th</sup> July and all are welcome.

\*\*\*\*\* **Midland Area – WRITTEN REPORT (APPENDIX L)**

\*\*\*\*\* **RAFMAA Area – WRITTEN REPORT (APPENDIX M)**

\*\*\*\*\* **South Midland Area – WRITTEN REPORT (APPENDIX N)**

\*\*\*\*\* **South East Area – WRITTEN REPORT (APPENDIX O)**

South East Area added that an Education Co-ordinator's meeting was held earlier in the year. Just before the meeting it was brought to our attention that there was to be a conference at Brooklands Museum for all aviation orientated organisations with an interest in youth education.

At very short notice he attended the event together with Martin Dilly FSMAE.

They just had a few minutes to get up and describe what they did. There were probably about a dozen organisations involved and it was very interesting to meet them.

There will hopefully be a follow-up to the meeting later in the year.

\*\*\*\*\* **Northern Area – WRITTEN REPORT (APPENDIX P)**

**A985/06/08 (9) To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.**

**PRO**

He has attended various shows including Rougham, which had a good attendance. The Development Officer was a great help.

It was phenomenal to see people flying in the poor weather conditions that plagued the Free Flight Nationals this year.

Teeside Show was very interesting. It is good to get out into the Areas who may not have had a BMFA stand presence previously. It is a useful exercise to get their views and opinions.

He is very grateful for the various ideas that he has received from different people and hopes to continue to receive them.

**Honorary Secretary**

The membership figures are on target to possibly reach 37,000. It is also good to see an increase in Youth Groups. The Office Staff were congratulated for all their hard work in processing the membership so efficiently.

\*\*\*\*\* **Development Officer – WRITTEN REPORT (APPENDIX Q)**

**Technical Secretary**

The Technical Secretary referred to a mention in the Development Officer report concerning a press release being issued in relation to Buddy Box systems.

We will be bringing it up at the next UKRCC meeting to try to bring it to the notice of the manufacturers through them.

The Technical Secretary gave a brief résumé of the recent meeting in Brussels concerning the future use and regulation of the 2.4GHz band. A summary by the Development Officer is also appended to these minutes.

South Midland Area congratulated the BMFA contingent for representing us so well.

The Honorary Secretary commented that the quality of the chairmanship of the European Commission meeting was outstanding.

**A986/06/08 (10) To confirm date of next meeting.**

The date of the next meeting was confirmed as **Saturday 27<sup>th</sup> September 2008.**

The PRO will take Chairmanship of the next meeting as the Chairman is unable to attend.

**A987/06/08 (11) Any Other Business.**

There was none.

The Chairman closed the meeting at 5.02pm.

**CIRCULATION:**

All Council Members

SAA Delegate

All Area Chairmen

All Area Secretaries

RNMAA Chairman

All Area AS Co-ordinators

PAS/SFAS Controller

Flying Site Adviser

All Tech Committee Chairmen

Fellows (as requested)

Club Bulletin

Office Manager

Accounts Manager

BMFA News Editor

Chief Executive

Development Officer

R/C Power Achievement Scheme Controller

Report to Areas Council 7 June 2008

Queries still rumble on from perplexed Helicopter fliers and Examiners as to the precise requirements for the new hovering manoeuvres.

There was a recent Achievements Test Day at Old Warden which seemed to generate an enormous amount of interest. There was confirmation of the wide disparity in the standards required for the A and B tests. This is something I have been aware of for many years, and was one of the primary reasons for setting up the Examiners' Workshops.

All Area Chief Examiners have now had the new Examiner forms. Contrary to popular myth I would like to confirm there is NOT a prize for the ACE producing the oldest form, even if it has the words SMAE at the top. Please dispose of all the old Examiner forms thoughtfully.☺

All new Club Examiners receive a certificate direct, whereas A's and B's are usually sent to the Examiner who carried out the test. If alternative arrangements are required please ask.

The Areas of Operation for Examiners and ACE's are still causing problems in some quarters, hopefully today's proposals will clarify the position a little.

Peter Spurway

Controller RCPAS  
Phone 01727 851223  
Email [rcpas@bmfa.org](mailto:rcpas@bmfa.org)

**Silent Flight Achievement Scheme  
Report to Area Council – 07 June 2008**

The period since the Area Council meeting on 02 February 2008 has been relatively quiet.

I have been working closely with the Southern Area co-ordinator in organising a Silent Flight (electric) Examiners Workshop to be held at the Eagles MFA, Dorset, on Sunday 20<sup>th</sup> July 2008. The day, which will also include demonstrations of winch and tug launching, is open to all members of the BMFA.

A second Examiners Workshop for Silent Flight (Electric) will be held on Sunday 31<sup>st</sup> August and hosted by the Frome MFC.

I was disappointed to hear that a meeting to be held in the London Area and hosted by the Hayes DMAC had to be cancelled due to a lack of test candidates. However, it was reported that the lack of candidates may have been due to a similar meeting held the previous weekend at Old Warden.

The Northern Area has kindly offered the use of a flying site for an examiners workshop but I have not taken up the offer to date due to the logistical problems of organising the meeting from such a distance. If any members in the Northern Area wish to organise the meeting I will of course support the event.

The number of silent flight passes to the end of April 2008 is four A passes in SF(E).

Following the Examiners Workshops I hope to have more to report to this committee later in the year.

**Nial Ball (133120)**  
SF AS Controller

## Discussion Document on the possibility of starting a Youth Committee.

I was asked by the Areas Council to look into the possibility of starting a Youth Committee of the BMFA. I am a member of the Camping & Caravan Club (CCC) and I decided to talk to them about how they run their Youth Section to give me a feel of how a BMFA Youth Committee could be run. This brought up as many questions as answers. However the following need to be sorted out. –

### **What age are we looking at?**

This rather depends on what you expect them to be able to do.

### **Background**

For example in the CCC Youth Section a member is a Junior from 8 up to the age of 11 and are expected to camp in a tent in the same area as their parents or guardians. At the age of 12 after passing an elementary test Juniors can become members of the Youth Section. A Youth member is between the ages of 12 and 21. If the Youth member passes a Senior Youth test before they reach 21 they can remain as Senior Youth Members until they reach 25. This gives a continuity of membership thru to adulthood. The CCC Youth Section is run by adults.

### **The argument**

In the BMFA you are a junior up to the age of 18. This means that if the junior wished to attend a meeting being flying or talking at the other end of the country they would have to be accompanied by an adult except if they were 17 to 18 and had transport. Young persons tend to go to University or further education at the age of 18. it is also at this point that they discover drink, cars and the opposite sex and so pursuing their sport of model flying is more than likely to be put on to the back shelf. Do we lose members at the age of 18, who never to rejoin?

### **What topics are to be discussed at a Youth Committee?**

This is a hard one -

Is the youth committee (YC) to discuss competition matters and run contests, if so what is the link between the YC and the Tech Council and the Technical Committees?

Is the YC to discuss area matters and if so what is the link between the YC and the Area Council and the Area Committees?

What ever the roll of the proposed Youth Committee some sort of terms of reference and structure will have to be thought out, written down and submitted to Full Council in a proposal. Also a budget will have to be worked out.

Are there Youth topics that are not covered by existing committees?

### **Who makes up the Youth Committee?**

Would the Youth Committee be run by adults or by members within the youth age bracket? If it is the latter do we have enough members of the correct age group who would be happy to sit on a committee?

Is the make up of the YC taken from Areas?

Who will chair the YC?

These are all questions that must be answered before proceeding.

### **A reminder**

Extracts from the original (August 1989) education proposal

The Education Working Group was set up to promote model flying activities among young people by the following methods –

1. Active encouragement of model building and flying within local authority schools and via special interest groups such as AERO and similar youth organisations.
2. Establishment of a basic model event, perhaps via national sponsorship, using an easy-to-construct aircraft.
3. Promote via a PR 'ad hoc' committee.
4. Allocation of a specific budget.
5. The appointment of seconded volunteers to act as a liaison committee.

## Conclusion

I think that the Education Working Group has and still is fulfilling the aims of the proposal shown above. But its remit was limited to youngsters up to 18 years and the building and flying of simple models. It is there to introduce model building and flying to none modellers. The follow up of this should be in the hands of the local clubs, the achievement schemes and on the competition side with events such as the Free Flight Junior Kit contest.

It is my opinion that a youth member of the BMFA should be from 18 to 25 with possibly the aim of helping such members through the transition to adult builder/flyer.

As we are talking about members at university or further education may be we could offer a small reduction in membership fees as do the Camping Club.

For the formation of an actual youth committee the questions stated in the above sections of what topics and who makes up the Youth Committee, have to be addressed.

## Recommendation

After a consultation with the members present at the last Education Meeting it was recommended that the Area Council Meeting should put forward a proposal that areas add a Youth Representative post to the list of elected officers. The reason being to put forward the views of the younger members of the association. There should be an upper age limit to this post of say 25.

Mike Colling  
Education Working Group.

**London Area Report to Areas Council 7 June 2008**

The Area is running quite well with most members satisfied with the way things are. Now that the season is getting under way with involvement with LA schools and the members looking forward to going to as many shows as possible and enjoying their sport to the full.

Our thanks to Keith Miller for his unstinting support of our Education Programme.

Terry Rounce  
Chairman London Area

Provisional

## North Eastern Area report to Area Council 7<sup>th</sup> June 2008

Area problems with the Military seem to have returned yet again, but with a vengeance this time. They seem to have colluded with the Defence Land Agents to demand payment for 12 events per year in advance, with no recompense for days not flown through adverse weather or any excuse other than their cancellation.

The “Geordie Nats”, which we have run annually since 2000 has also been targeted as a special event, requiring a separate licence, and a flat charge of £500.00 estimating (theirs, not ours) that 250 persons will attend.

Fortunately for us the Cramlington Club stepped in offering us use of their field, which is massive, and with the consent of the local parish council and Blyth Valley Council.

BVC have been fantastic offering to supply toilets, do a risk assessment and providing a Tannoy system for our use and the attendance of local civic dignitaries. In fact they even asked if we would require any financial assistance, we were quite amazed.

Their only proviso is that we cannot make a charge to enter the site, which is a public park, but we are allowed to ask for a small donation. We have reciprocated by booking the Dakota of the BBMF to fly past in the lunch break, and hopefully can arrange a toffee drop from their final pass.

On a personal level I received a nice accolade from non other than Peter Snow, the television commentator and analyst, when, as Area Education Coordinator I was doing a kids workshop in the National Railway Museum. He was working with a small crew doing a documentary on early Advanced Passenger Trains, and by chance in the inevitable breaks and re-runs they do he had been watching my workshop. At the end of play he came over and mentioned how good it was to see kids working creatively with models and hand tools. Truth is he said “ it’s nice to see somebody working hands-on with kids these days”, which on reflection seemed a bit odd in the modern times, but I knew what he meant.

**Allan Weighell, FSMAE  
N.E. Area Chairman &  
Education Coordinator**

### **Southern Area**

In my last report in February, I mentioned that the committee had organised a presentation for Area clubs to attend at Middle Wallop Air Museum on 29 February. One of the objects being to make clubs more aware of what the Area committee is, does and what clubs can do to support the Area.

Twenty eight clubs were represented which is less than half, but was classified as a success under the circumstances. Unfortunately the weather was not kind, being very wet and windy which probably did not help. All enjoyed the free access to the museum, which is well worth a visit if you are in the area. A power point presentation took place, followed by questions and answers session from the floor, which turned out quite lively. The general opinion was that it had been worth while and informative.

Quite a few members showed interest in coming and helping at Area level, so it all ended on a high note. The criticism from the floor was that there was not enough information available on the Area web-site and that their main worry was keeping their flying sites. We have addressed the web-site problem with a new web master, and any information can now be loaded within 24 hours.

Personally, I had high hopes at the next Area meeting which was held 3 weeks later, sadly only one new face was present, so it looks as if we are back to normal. It seems that you can lead members to water but can not make them drink!

Little has happened so far on the flying events calendar, but we have the electric fly-in next week, which is always popular, with gliding events to follow next month.

Southern Area Delegate

**Mr. John Harris**

Treasurer  
BMFA Western Area  
28 Campion Drive  
Bradley Stoke  
BRISTOL  
BS32 0BH

4<sup>th</sup> June 2008

**Ms L Harding**

Secretary – Area's Council  
C/O British Model Flying Association  
Chacksfield House  
31 St. Andrew's Road  
Leicester  
LE2 8RE

Dear Linda,

**AREA REPORTS – AREA 10, WESTERN AREA**

Another quiet period since the last Area's meeting with not too many items to report.

On the 18<sup>th</sup> May we held our 5<sup>th</sup> Area Fixed Wing Examiners Workshop, which on the whole was a great success in that several prospective test candidates were able to practice and take tuition from the Examiners and Instructors present. Unfortunately, the target audience of Area Chief Examiners and Club Examiners were not as hoped. A report of the event has been issued and sent to the ASRC via the Admin office.

The area will be holding the following events:

Silent Flight Electric Examiners Workshop	31 <sup>st</sup> August 2008, 10 am Frome MFC
C Certificate Workshop	19 <sup>th</sup> October 2008, Beaufort MAC Winterbourne, Bristol.

The remaining Area Free Flight events will be held at Merryfield on 16<sup>th</sup> June, 14<sup>th</sup> September and 5<sup>th</sup> October.

The area also hopes to support a GBR/CAA training day at the BRCMAC, Thornbury, Bristol, on Sunday 14<sup>th</sup> September (date is provisional). As with past events we welcome Area Chief Examiners, Club Examiners, candidates, or volunteer pilots etc from other areas. Please contact either the Area Secretary (Nial Ball) ([secretary@bmfawestern.org.uk](mailto:secretary@bmfawestern.org.uk)) or me ([treasurer@bmfawestern.org.uk](mailto:treasurer@bmfawestern.org.uk)), or take a look at the area web site ([www.bmfawestern.org.uk](http://www.bmfawestern.org.uk)).

Yours faithfully

John Harris  
Treasurer  
BMFA Western Area  
For  
Elton Drew FSMAE (31346)  
Chairman BMFA Western Area

MIDWEST AREA REPORT JUNE 2008

Very quiet on the Mid-West front! Meeting attendance is much the same as usual, so we can only assume that our Clubs are content with the activities of the BMFA.

We have quite a busy event calendar arranged throughout the whole of summer so we are hoping the weather will be supportive. The David Prosser Memorial meeting last week was a great success with more campers and more entrants than we have seen for some years. Lord Suffolks' estate where the event his held was better than ever this year due to reorganisation of the grass runways allowing us to fly in all wind directions. The "Gathering of Rotary Eagles" event in three weeks time is at the same venue, so come and join in. It's open to all BMFA members!

Robin Jones FSMAE  
Mid West Area Delegate

Provisional

## BMFA East Anglian Area – Delegate’s Report, June 2008.

It is with considerable regret that I must report that the East Anglian Area Committee continues to be poorly supported. Recently I sent a letter to the Area’s club secretaries expressing my concern that I was not fully au fait with their needs and activities, and found it difficult to represent the clubs properly at Council meetings. I acknowledged the difficulties pertaining to the attendance of our meetings and invited responses by e-mail, the postal services and by telephone. I managed to elicit only three responses, two of which implied that the meetings were of little value. The third, whilst expressing a similar sentiment, did at least suggest a solution - that meetings might take place by electronic means, either by e-mail or telephone conferencing.

I suspect that the major cause for this general indifference to Area meetings is the large geographical spread of the Area. The long distances which many club delegates would have to travel is without doubt a deterrent, which I imagine is not unknown in other Areas. It has crossed my mind that perhaps some Areas are just too widespread for practical administration by physical meetings and that the introduction of e-mail meetings, like those being currently undertaken on an experimental basis, should be permitted in other Areas.

Despite this sorry state of affairs, my contacts, such as they are within the East Anglian Area, indicate that clubs are very active both internally and in their relationships with each other. This view is supported by the several invitations which reach my own club’s secretary on a monthly basis, from clubs who run a wide variety of flying events.

Pete Leavesley.

**Areas Council report  
Northern Ireland Area  
7<sup>th</sup> June 2008**

This year the area has again been involved with a static and flying display at the National Trust site at Mount Stewart. We again participated at the Seagate Young Innovators 2008 which was held at the Odyssey and over 100 schools both Primary and Secondary took part. Our relationship with Bombardier continues and we were asked to assist with their Flight Experience Challenge at which schools from all over the province took part.

This year the area aerobatic championships have been divided into two parts to accommodate both novice and expert. The first part takes place hosted by the Ballymoney club this weekend. The second part will be hosted by the Northwest club in Londonderry. While on the subject of aerobatics, Matthew Poots from the Banbridge club is being sponsored by Spektrum and will be flying at five shows in England and has been invited to compete at Tucson, Arizona.

Two splash in events have been held, one at Dungannon and the other at Londonderry

**Report to Areas Council Meeting  
7<sup>th</sup> June 2008**

There is very little to report today, other than the Eddie Riding Memorial Trophy for Free Flight Scale will be going ahead at the Woodvale Rally on the 2nd August 2008 and entries are now coming in.

We are adding a new trophy this year for multi engine models at this event, and this has been kindly donated by John Bridge, our commentator for the event, and a photograph of this is enclosed with this report.

Our Indoor events at Rochdale are now over, and they have been booked again for the winter season in October, and we are awaiting their return, 'cos it doesn't rain or blow there!

We have been offered a stand at a new 2 day Model Engineering show at Llandudno in North Wales, on the 9th/10th August which we will attend with an Area stand. We requested a large netted flying area and static display area - and got it - so watch this space!

The RAF Shawbury outdoor Fun Fly scale only R/C event will go ahead again this year on the 13th July, and entries are welcome.

The drive to encourage clubs to "talk to us" by email was not very successful, and only about 6 out of 100+ clubs replied to our invitation. We shall continue to try to persuade them that this is "the way to go"!

*David Lloyd Jones*

North West Area Delegate and Chairman  
Area Council



All preparations for the Festival of Flight at Barkston on Sunday 8th June have been completed, our secretary Alf reports.

If, on the day, the weather is as kind to us as at last year's event, we shall be most grateful. Meanwhile, in anticipation our thanks also to the many helpers on the day.

A late winter indoor flying event organised by Market Harborough MAC and held at the MH Leisure Centre on the evening of March 14th was very well attended and enjoyed by families and many young enthusiasts.

The Midland Area committee, wishing to assist and encourage the event, agreed to contribute to the hire of the excellent facilities.

Such was the support and enjoyment, particularly by the young, the event was considered very successful and may well be repeated during next winter period.

To report progress on the experiment of conducting Area business by email, both Alf Tunnicliffe and John Bridgett will be attending the meeting to report their findings, having been primarily involved in implementing and experiencing the work involved.

George Maynard - Chairman and Council Delegate, Midland Area

**AREA 14 (RAFMAA) REPORT TO AREAS COUNCIL – 7<sup>th</sup> June 2008**

A busy period for RAFMAA since the last meeting during which we held a Committee meeting at RAF Waddington and ran our Warbirds 2008 event at RAF Scampton. We also ran a promotional stand at the RAF Cosford Air Show on the 1<sup>st</sup> June.

The Chairman provided a comprehensive brief to the RAFMAA Committee on the business covered at the last Areas Council meeting. There was particular discussion surrounding the decision regarding the helicopter B Certificate hovering 'M' manoeuvre. I took an action to discuss the issue with one of RAFMAA's experienced helicopter pilots. He agreed that the original manoeuvre was dangerous but felt that it was quite feasible to test the left and right handedness skill of a pilot whilst flying the helicopter in front of the pilot without the need for the pilot to move position. No doubt the debate will rumble on.

The Warbirds was an outstanding success, despite the weather's best efforts to disrupt things, and special thanks go to Paul Bellingham (BMFA Delegate) and Dan Platts (RAFMAA Competition Secretary) for their sterling efforts and organisational prowess. Thanks also go to the other RAFMAA helpers over the weekend. We were fortunate again to have the modelling press along and a fine article appeared in the last issue of RCM&E and I believe the June issue of AMI magazine.

A number of members attended the RAF Cosford Air Show on the 1<sup>st</sup> June to help with the running of the RAFMAA stand in Hangar 1. A great effort by Gordy Phipps and Ian Cowley and my thanks to all who assisted, particularly the RAF Marham crowd led by Ian Nelson. A good time was had by all and the indoor flying in the caged-off area was a big hit with the public as were the two flight simulators. The opportunity was also taken to run a slope competition at Long Mynd preceding the Air Show.

Our next event is the RAFMAA Members fly-in at RAF Waddington over the weekend 19<sup>th</sup>/20<sup>th</sup> July during which our next Committee meeting will be held. Preparations are also underway for our annual Championships to be held at RAF Honington at the end of August.

***Original Signed***

Mick Evans  
Wing Commander  
Chairman

**BMFA South Midland Area****Report to Areas Council for 7 June 2008**

The Area has usually met for its 4 meetings in the year at the London Gliding Club (LDC), near Dunstable. This has been an excellent location, given the facilities – sandwiches and a bar – and no doubt has helped to keep the attendance at our meetings high, at around the 16-18 level.

Due to an unfortunate set of circumstances – including theft of valuable capital assets from the LDC – it has decided to stop renting out its premises in the evenings to associations such as ours, and we've had to move!

Luckily, one of the attendees – Jim Wright, of the Ivinghoe Soaring Association - at our meetings lives very close and was able to fix us up with a new meeting location at short notice, so the Area Committee has decamped – at least for the next few meetings – to a school hall not too far away from our old location. From initial experience, it appears another excellent location, though missing a bar!

At our recent meeting in May, time was taken in discussing the potential ways for increasing voting at BMFA elections and reviewing the outline recommendation that had been circulated from Head Office. Since it was our Area which had been instrumental in instigating the move from club- to member-based voting, we were pretty vocal in wanting to keep that option, but were dubious of the efficacy of the recommended approaches in the report.

In addition, despite the enforced move from LDC to the current premises for meeting, the Area Committee attendees were highly enthusiastic to retain a “physical” meeting and not to replace that meeting by electronic means. Support and assist using electronic means, yes, but replace by them, no.

Another item of note raised at the May meeting was that, sadly, after the extremely successful event last year where over 700 scouts were able to fly a rc model aircraft over the weekend, a planned attempt to reprise the event, this time with some 800 scouts, had to be called off due to the lack of volunteer pilots. We hope this doesn't prevent such an event being planned in the future and in any case, there are other, different, events planned for this year.

Ian Self – Secretary: BMFA South Midland Area.

## South East Area Report to Areas Council on 7.6.08

Despite a rival indoor meeting at the Black Lion in Gillingham on the same day, our annual indoor championships at the K2 Leisure Centre in Crawley took place on February 3<sup>rd</sup> and received good support.

Fired with the success of the above event, we have decided to run another all day Sunday indoor free flight event with the emphasis on scale and this will be at the Angel Centre in Tonbridge in November 2008, in alliance with the resident indoor group, Tonbridge Gassers & Rubber Fanciers. There will be the usual classes for scale models as well as Hangar Rats, Butterflies and Gyminnie Crickets. Also a Dart competition for children in conjunction with a series of Saturday afternoon Dart building courses at the Angel Centre to tie in with the TGRF regular Saturday evening meetings as well as the Sunday event. We are currently working on the publicity angle for this undertaking and the local authorities have agreed to distribute our advertising posters to local schools and libraries.

In our previous report we mentioned that we were having difficulty in contacting RAF Odiham in order to make arrangements for our annual free flight gala and it took some two months in order to fix a date for same. It was too late for our originally intended date, April 13<sup>th</sup>, but in the end were able to fix it for May 18<sup>th</sup> and this proved to be a reasonable day, weatherwise, compared to some we have had recently. The late Mike Kemp's widow, Ginny, was there to present the new Mike Kemp Memorial Shield to the Gala Champion.

The aggro in setting up the date for the Odiham Gala caused us to give some thought to arrangements for it's future. We have been running it ever since the late Norman Couling FSMAE started it off in 1947, we think due to his connections with the RAF. On thinking about it, it is rather illogical for the South East Area to organise a competition which is situated within the limits of the Southern Area BMFA. Additionally, we have the anomaly that the CD for this year and almost certainly next year, John Thompson, is currently the free flight competition secretary for the Southern Area. As the only thing now done by the South East Area is arranging and paying for the Defence Estates' licence, it was decided at our recent Area meeting that we should ask the Southern Area if they would like to take over the complete organisation of the event including the licence arrangements. This will be done over the next few days (in case the Southern Area Delegate hasn't heard anything about it yet).

Arrangements are in hand for our remaining events this year. We have still had no offers from a SE club to host our Scale Day, so this year, once again, it will be held in conjunction with the Bickley club's own Scale Day on August 3<sup>rd</sup>.

The Towner Trophy for thermal Soaring will be on September 28<sup>th</sup> at Leigh Park Farm. Our Area meetings continue to be poorly supported and we are warming towards the Midland Area experiments using email, particularly bearing in mind the recent steep increases in diesel and petrol prices.

Keith Miller, Council Delegate

## CHAIRMAN' REPORT TO AREAS COUNCIL JUNE 2008

Our enthusiastic Secretary has organized a varied group of flyers to entertain the crowd during the lunchbreak at the Heavy Lift Challenge on Sunday.

We have booked a stand space at the LMA show at Rufforth in August, and our Secretary has everything well in hand for the third Castle Howard event in September.

It looks as though we may at last have a team/s for the Schools Challenge next year.

The use of RAF Dishforth on occasional Sundays is becoming popular, although the weather has not been so good as yet.

Our initiative to finance Portaloos for Club events which are open to any BMFA members, is helping to encourage families to come along and enjoy the fun.

An interesting development is local lad, Andy Whitehead, is organizing an **indoor aerobatic contest** to take place in Leeds in December in a large hall. It will be the first time this has happened on Mainland Britain, and is already arousing considerable interest. There will be two competitions, one Freestyle, with or without music, and another to the Aresti Schedule but modified to take into account the restricted airspace. The Area is supporting this exciting venture, and sponsors are already being enrolled for trophies and raffle prizes. This will be a spectator event, so a unique opportunity to see top flyers in action.

John Thompson

Provisional

**AREAS COUNCIL 07-06-2008**

**Development Officer Report**

It has been a busy few months since the last Areas Council meeting and the range of issues that we are required to become involved with continues to expand. It is pleasing to note that membership numbers are currently still running a little up with 33,529 against 33,172 at this time last year.

The use of radio equipment on the 2.4GHz band continues to generate a large number of enquiries and the articles in BMFA News on aftermarket modules and grey import sets continue to bring in a fair amount of correspondence.

The safety concerns in relation to Futaba 6EX 2.4GHz have still not been fully addressed and I am currently trying to contact Ripmax to obtain the latest information. A solution to the issue with the TM-7 Futaba module has been fully implemented.

Also in relation to the 2.4GHz band, myself, Graham Lynn MBE and Chris Bromley FSMAE attended a meeting at the European Commission in Brussels to represent UK model flyers; a summary report of the meeting is attached to this report.

I have recently issued a press release on behalf of the Safety Review Committee in relation to Buddy Box systems and the problems that may be encountered following a review of incident reporting forms which highlighted this as a problem area.

This release will be sent to the modelling press and is part of a move to form improved links between the magazines and the BMFA. There has also been a 2.4GHz section added in to the Website, at this time this is awaiting populating with information but this should be "live" within the next two weeks.

The 2008 Heavy Lift Challenge is taking place this weekend at Elvington Airfield near York (hence my non attendance at this meeting) it will be interesting to see whether the changes in format are successful.

Preparation is well under way for the 2008 Children's Flight Challenge at Duxford, if any of you are attending as volunteer helpers or are sending help from the area could you please let me know.

The first BMFA Chairman's Conference held at the Husbands Bosworth Gliding Centre back in March was a huge success and the future direction of this event is currently being discussed with a view to holding future similar events at varying locations around the country, around 140 delegates attended the event.

Next week myself and Graham Lynn MBE will be attending an international UAV seminar in Paris to make representation on behalf of UK and European model flyers.

It has been busy on the club talk front with several already completed and a good number booked in for later in the year, many as a result of the Chairman's conference. In general terms the policy is to inform the Area Secretary when a club talk is taking place in their Area; however this hasn't always happened due to short notice (and a touch of forgetfulness on my part). However we will take steps to address the situation in order that an Area representative can be invited with the club's permission.

Manny Williamson  
Development Officer

## THE FUTURE USE AND REGULATION OF THE 2.4GHz BAND

On the 14<sup>th</sup> of June we travelled to Brussels to attend the European Commission for a meeting on the Europe wide use of the 2.4GHz band.

The meeting was called due to an application from a private communications company to limit the use of the 2.4GHz band to the communications industry and to preclude it's use for other applications such as model control, obviously this has potentially serious consequences for model flyers throughout Europe.

The way in which the European Commission works means that if such an application were to receive no counter argument then there would be a very real chance that the commission would uphold the application and it could become legally binding.

Due to this fact a substantial number of organisations were represented at the meeting. The representation for the UK consisted of, Myself for the BMFA, Graham Lynn MBE for Europe Airports and Chris Bromley FSMAE for the United Kingdom Radio Control Council and Robin Donoghue from Ofcom as well as representatives from two UK importers of 2.4Ghz radio equipment. In all over forty participants attended the meeting, representing model flyers and the related trade, the communications industry and representatives of the regulators from a number of countries.

The meeting was very well chaired by a gent named Mark Bogers who has been responsible for writing many of the European standards that equipment of this nature must comply with. Most of us had already submitted "position papers" detailing our organisations and the importance of our access to the 2.4GHz band for our members. The main focus of these papers was the very real safety benefits available to users of the band and the lack of any reported problems to date.

The move to restrict access to one sector was very quickly quashed as not being appropriate or practical and the main focus of the meeting became to seek clarification of standards as well as the necessary access protocols to be adopted.

The very positive conclusion of the meeting was that the Wide Band Data Transmission Standards should be as generic as possible allowing all users to work together "politely" (the term politely refers to the operating and access protocols of the equipment). ETSI were asked to review the standards on this basis.

In practical terms this will ensure that model control will not be precluded from using the 2.4GHz band across Europe, currently some countries do have legislation that does prevent this use, however the regulators were tasked with reviewing this situation.

Fortunately for UK model flyers our regulator Ofcom had already taken a very positive stance and stated that they would not "backtrack" on the permissions issued in December 2006 (Ofcom worked very closely with the BMFA, the UKRCC and the trade at this time to achieve a workable solution), this stance was possible due to the fact that the 2.4GHz band is currently not considered as a "harmonised" frequency across Europe.

There is no doubt that this was an extremely important meeting to attend, and from a personal point of view it demonstrated to me the vital importance of the BMFA (along with related organisations) being ready and willing to make strong representation on behalf of the membership as and when required.

My thanks to the volunteers who embarked on a 20 hour day in order to attend the meeting in Brussels on behalf of UK model flyers.

Manny Williamson  
Development Officer

## **BUDDY BOX SAFETY**

When using a “Buddy Box” system for flying training it is vitally important that you ensure correct operation of the system before each flight is made.

A recent review of incidents and accidents showed a number of cases where aircraft crashed due to problems with the Buddy link. These included broken switches, switches that jammed due to being “gummed up” with fuel, plugs that did not lock securely to the socket, frayed and worn leads leading to poor or intermittent connection.

Another area that has caused problems is the constant plugging and unplugging of the TX connection either for “Buddy Box” use or for flight simulator connection. On some brands of transmitter the socket is mounted directly to a printed circuit board and in some instances repeated use has led to a crack in the host board which is exhibited as an intermittent fault.

For many pilots their second transmitter is one that is not used regularly and is brought out solely for training use, a thorough pre session check should be carried out at the start of the session and a “handover check” carried out as part of the pre flight checks. If there are any doubts over the operation of the system then do not fly with it.

Manny Williamson  
Development Officer  
On behalf of the Safety Review Committee

**ACHIEVEMENT SCHEME REVIEW COMMITTEE**  
**REPORT TO AREAS COUNCIL – 7<sup>TH</sup> JUNE 2008**

The ASRC, our reason for being is to continually review and promote the Achievement Scheme at club level.

Thanks to Technical Secretary for the work he puts in on behalf of ASRC.

We have Tech Committees that cater for the competition flier, these are not the members that we are here to serve, the ASRC has absolutely nothing to do with that division of the BMFA.

When we have something worth presenting to a Tech Com, then we will consult that Committee but, it will always concern achievement AT CLUB LEVEL!

Every member of Council is aware of the above, this comment is for the benefit of all who read these minutes.

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**NOTES**

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