

Provisional Minutes from the RCPTC  
Held at the BMFA headquarters Leicester 6<sup>th</sup> April 2008  
Opened at 11.10am

**Present:**

Pete Christy	(Elected)
S. Ogden	(Elected)
Keith Barker	(Elected)
Pete Cappleman	(Elected)
Dave Pacey	(AHA)
Dave Lucas	(IMAC)
Andy Prime	(GBRCAA)
Darron Rodrigues	(UK F5D)
Jerry Harrison	(BWA)
Nick Lester	(Guest – Fun Fly)

This made a voting strength of 10

**1) : Apologies**

There had been apologies received from.

Les Eagle	(Elected)
John Barker	(BMPRA)
David Tappin	(JMA)

**2) Correction and adoption of the provisional minutes of the 27<sup>th</sup> January 2008 meeting.**

a) Steve Ogden reported that Chris Bromley (BMFA) has stated that the use of the JR X9303 2.4Ghz must not be used at the BMFA Nationals this year due to the issues surrounding the power output of the sets, the power output of this radio is known to exceed the legal output for the UK and in addition has not been subjected to CE approval in the UK. This decision from Chris Bromley may be subject to change should a resolution be found to the issue. In response to this recommendation through Steve Ogden, Andy Prime replied that he would report back to the GBRCAA committee with the advisory from Chris Bromley and would recommend that the GBRCAA act on this information and ban the use of this radio system at all of the GBRCAA's events with immediate effect.

The minutes were proposed for adoption by Keith Barker and seconded by Peter Cappleman  
A vote was taken  
(10 in favour, 0 against, 0 abstentions)

**3) Matters arising**

a) page 3 (10) Andy Prime asked if we could get clarification from Chris Bromley regarding the ban on the 9303 and the proposal to ban the use of the 9303, and the Futaba 6ex ,7c and TM7 modules at this years British Nationals, as reported by Steve Ogden to the last RCPTC meeting. Steve Ogden admitted that he might have misunderstood the information Chris Bromley had given him to report to the RCPTC. Andy Prime raised concerns with this, as specialist bodies would want to act as soon as possible with important issues raised at RCPTC. He insisted that any information or advice

given at the meeting must be correct, as misleading information could have negative effects and reflect on the specialist bodies.

b) Andy Prime asked if it could be confirmed if TX Control will be responsible for the transmitters permitted to be used at the BMFA British Nationals.

It was a majority feeling by the committee that this would be the case but the chairman said he would see what further information was available regards this.

c) It was also mentioned if there would be potential problems or risks with the trade stands offering affected Futaba 2.4Ghz Radios for sale at the BMFA British Nationals.

d) page 6 (18) It was pointed out that it was not correct that the shared Licence for RAF Cottesmore was not for every one but only for certain disciplines. It was advised that people contact Jo Halman to get clarification if their discipline was covered if, they were going to use RAF Cottesmore

#### 4) Correspondence

The secretary had received no correspondence.

#### 5) Fun Fly

a) A proposal was made by Steve Ogden and seconded by Peter Cappleman that Nick Lester and James Gordon be approved by the committee to run Fun Fly. E-mails had been received and circulated to the members regards there suitability.

A vote was taken

(10 in favour, 0 against, 0 abstentions)

- a) Nick Lester explained the new rules and went though the three changes and the reasons for them.
  - i) The glide event would be now two rounds as this would make it fairer with the changing flying conditions though the event
  - ii) Class 2 Electric limit to match IC engine size to be policed by the CD as per the rules. It was suggested that limiting the number of cells might be an easier was of policing the power of electric models.
  - iii) Class 2 a spin had been added to the Spot Landing part as it had been felt that this part of the event had been getting stale.

It was suggested by the committee that the wording in class 2 "engine size" be changed to "motive power limitations" and in class 2, the word "exempt" be changed to "excluded".

Nick agreed this would be done and a new document would be sent out to the secretary for distribution to the RCPTC and to be forwarded to Chris Bromley.

It was suggested by the committee that the rules should be allowed to run and Fun Fly should come back to RCPTC in January 2009 with any changes or suggestions.

It was also suggested by the Chairman that Fun Fly seek specialist body status so they could attend future RCPTC meeting as there was things discussed (for example the BMFA Nationals) that could effect them.

A proposal was put forward by Steve Ogden and seconded by Dave Lucas that the new rules be put forward for inclusion of the BMFA rule book.

A vote was taken

(10 in favour, 0 against, 0 abstentions)

## 6) 2.4 GHZ

- Pete Christy reported he had gained new information regards the situation regards 2.4 GHz
- a) a “Zero id” radio could only effect another “Zero id” radio of the same model e.g. Futaba 6EX and another Futaba 6EX
  - b) some radios had now been modified and these were identified by a Ripmax sticker on the radio. The Futaba 7C had been modified before release. But he did point out that this ~~might or~~ would not be the case with grey imports so caution would be needed as these might be prone to the “zero id” issue.
  - c) The fix for the Futaba 6EX was to have a new mother board fitted and when this had been done a Ripmax sticker would be fitted. It was unclear if these boards were available yet.
  - d) Futaba TM7 modules: due to the switch fitted in the host transmitter, these are still prone to the “Zero id” issue and Ripmax / Futaba are still working on a solution.
  - e) The AHA at the Charmouth event will only be allowing one Futaba 6EX and one Futaba TM7 module out of transmitter control at a time as a reasonable precaution. This had been well publicised and had attracted some criticism from pilots intending to use these radios at the event.
  - f) Pete Christy also mentioned that it was good to be aware of the possible delay of regaining control in a buddy-box situation on the Futaba 6EX and pointed out that this was mentioned in the instructions for the radio.
  - g) Andy Prime, along with a majority of the committee, felt that clarification was need from the BMFA regards what will be allowed for use in the way of 2.4 GHz at the BMFA Nationals and a cut off point was needed so competitors could make different arrangements if necessary. The chair man said he would see what he could do regards this information
  - h) Andy Prime GBRCOA wished to pass on the thanks to the Chairman Pete Christy for all his work with regards issues with 2.4GHz issues

## 7) To discuss a modified version of the GTBA/JMA Code of Practice.

- a) The JMA had made some significant changes to the draft Code of Practice, and these drew strong objections from the GTBA. Following a lengthy discussion, the Chairman proposed a form of words which he felt would accommodate both parties. These were:
  - i) Page 4 section b.2.2.2 Replaced with “In the event of loss of signal the fail safe must be set so that after a maximum of three seconds the engine will stop. At the discretion of the event organiser the engine may be set to idle instead of stop.”
  - ii) Page 3 section A.5 replaced with “Note: At club level the event organiser should be interpreted as the club committee. The role of the flight line safety officer may be undertaken by any designated club officer”.
- b) Dave Pacey expressed concerns about the positioning of the refuelling area effectively being behind spectators that would be potentially facing the runway. Richard Cant (GTBA) gave a good explanation as to why this was the case and commented that it was already common practice for this to be in that position.
- c) Richard Cant had expressed concerns regards the changes with reference to failsafe operation but agreed to the changes.
- d) Richard Cant expressed an interest in ~~try to look at~~ the possibility of having a “j” certificate added to the achievement scheme to cover the safe operation of Jet models . It was felt by most of the committee that it would be best to wait until the code of practice was accepted for use first.

A proposal was put forward by Pete Christy and seconded by Steve Ogden that the changes be made to the draft, and that the resulting document be forwarded to Full Council for adoption.

A vote was taken  
(10 in favour, 0 against, 0 abstentions)

## 8. F5D

Darron Rodrigues reported the situation on F5D

Darron Rodrigues reported a successful outcome at the CIAM meeting in Lausanne. Limiters would have to be introduced as the alternates were not acceptable. The rule changes were implemented as safety and clarifications and were therefore being introduced on the 15th April 2008. The rule changes were as follows:

Use of a limiter with a maximum energy of 1000 Watt.Minutes. Once the limit has been reached, power should be cut for 10 seconds, when power maybe reapplied to aid a safe landing. Limiters will only be checked after a flight, as part of the post flight checking normally performed. Up to 5 LiPo cells in series only (NiMH cells are now not allowed). The packs may weigh between 200g and 400g. No limits on the number of packs allowed. The GB team had stated that they were now happy to fly at the World Championships in September 2008.

## 9) BMFA B Certificates

Note: some of the other items on the Agenda were rolled in to this Item.

a) Pete Christy expressed his concerns with the BMFA B certificate as the ASRC had asserted that it was NOT intended as a standard to fly at a public display but was just for personal achievement only. Richard Cant asked why you needed a BMFA B certificate to fly at the BMFA Nationals as the Nationals had been around a lot longer than the B Certificate. The Chairman pointed out the apparent anomaly of the BMFA insisting on a "B" Certificate for the Nationals, when the ASRC were stating that that was not its intended purpose! Gerry Harrison explained in his recollection of the scheme: it was there to show a level of safety not capability.

b) In view of the ASRC's stated position that the "B" certificate is purely a measure of personal achievement, concerns were expressed as to whether the "B" certificate could still be considered as an adequate indication of a pilot's suitability to fly at a public display.

c) There was further discussion to if there was maybe a need for a separate certificate to fly at public displays.

d) Dave Pacey mentioned that he had discussed the Helicopter B at Tech Council and had sought reassurance that the AHA would be notified before any further alteration was made to the Helicopter B Certificate. He had tried to pass on positive feed back to a member of the Achievement scheme committee but without much success. He had raised concerns as to the possible intention for the Helicopter B certificate being changed again with out any proper consultation. He was aware that Instructors and Examiners were to be contacted regards how the New B certificate was going, but he had not be contacted in this way as a Helicopter Examiner.

e) Steve Ogden mentioned that any one could run local qualification rounds if they were concerned about pilots ability's flying at public displays of the BMFA nationals.

f) The Chairman put off further discussion about B Certificates until he had more information on the above statement.

g) Steve Ogden ~~With reference to the ARSC~~ stated he would like to see members of the ASRC be elected members rather than appointed. He believed that certain members of that committee had their own Agendas.

Keith Barker commented that in his opinion he thought that just because some one was elected on to the ASRC it might not make them the right person for that position.

Steve Ogden had the opinion that positions on the ASRC were so important to the running of the scheme that members should be elected rather than appointed. He pointed it out that ASRC was unique within the BMFA, as the only committee that was not made up from some elected members. He also mentioned that it appeared to him that they were also not accountable to the membership of the BMFA.

h) Concerns were raised that it appeared that some members of ASRC had not changed in the last fifteen years.

10) Steve Ogden made a proposal to full council that the S/F Achievement Scheme Controller and the Power Achievement Scheme controller become non-executive elected positions rather than council appointments.

The proposal was not seconded and no vote was taken.

### 11) F3C Rule Changes (AHA)

a) Dave Pacey reported to the RCPTC that the AHA would like a rule change regards the scoring system and that they would like adopt the new system in the FAI sporting code 2008. The reason given was that the present system of normalisation did not work, and that this had come to light in some major International events.

The proposal for the rule change was proposed by Dave Pacey and Seconded by Peter Christy

A vote was taken  
(10 in favour, 0 against, 0 abstentions)

### 11) IMAC

a) Dave Lucas IMAC reported he had made known the frequency changes for IMAC at the BMFA Nationals.

b) Dave Lucas raised issue that IMAC had concerns of safety with Pylon and Aerobatics 2 with reference the crossing point at the BMFA Nationals. Although it is marshalled at the moment unofficially by GBRCAA, the location could be moved to between GBRCAA and Helicopter and policed by unofficially by GBRCAA. Communication would be needed between GBRCAA and Helicopter.

It was felt that the best course of action was for Dave Lucas or Andy Prime to contact Chris Bromley and discuss the matter.

It was felt that the BMFA should provide a marshal for the crossing point.

c) Dave Lucas expressed that IMAC feel left out of the public eye at the BMFA Nationals regards access for spectators even although they do have the flight line on the Monday. They were happy with their position on the Airfield but not with the access for possible spectators and future competitors. He enquired if a shuttle service could be arranged or some other options suggested. The Chairman suggested contacting Chris Bromley to see what he could possibly suggest any solutions to IMAC' problems or have any ideas. Alternating the Flight lines with the GBRCAA was felt not to be an option by both parties.

## 19) Any Other Business

### a) Q500

a new set of rules had been received and circulated to members of RCPTC in order to try and regenerate the class. Emails of support for the new rules had also been received and they were supported by the BMPRA.

b) Darron Rodrigues discussed with the committee some of the rules and gave a general outline of the class and its rules. Most of the rule changes were needed as the engines used for this class were no longer available so new engines were included in the new rules.

c) The chairman confirmed to the committee that BMPRA were in support of the new rules.

A proposal was made by Pete Christy and Seconded by Darron Rodrigues that the rules be put forward for inclusion in the BMFA rule book.

A vote was taken

(8 in favour, 0 against, 2 abstentions)

d) Steve Ogden raised an objection to the absence of Les Eagle from the meeting and asked for this to be recorded in the minutes. Les Eagle had contacted the Chairman prior to the meeting giving his reasons for not attending. There had been a heavy snow fall that morning, and he had explained that he felt driving conditions were too hazardous. The majority of the committee thought this was quite reasonable given the prevailing weather conditions.

e) Keith Barker enquired what the position on alternative delegates to council was and whether we should appoint a permanent alternative in case the need arose. No decision was taken and it was decided to put it on the next Agenda.

## 20) Date and Venue of the next meeting

- a) The next meeting will be held on Saturday 30<sup>th</sup> August at BMFA headquarters Leicester at 11.00am.

The meeting was closed with no other business at 3.40pm