

BRITISH MODEL FLYING ASSOCIATION

SOUTH EAST AREA

MINUTES OF ORDINARY GENERAL MEETING HELD JANUARY 27TH 2010

PRESENT: BOB CUTTER, CHAIRMAN (FELBRIDGE FLYERS RMFC); KEITH MILLER, VICE CHAIRMAN, TREASURER, COUNCIL DELEGATE AND EDUCATION CO-ORDINATOR (TONBRIDGE RADIO FLYERS); STEVE BROWN, SECRETARY (TWRCM); JOHN RICHARDSON, PRO (MAIDSTONE FFG); BOB HART, ACHIEVEMENT SCHEME CO-ORDINATOR (WEALDEN MAS & HASTINGS MFC LTD); ROGER MARPLES (ERFC); DAVID LAMBERT (EDMAC); GRAHAM STURDY (STANSTED MFC); J. PHILLIPS (ESSA); A. ELLIOT (ESSA); JOHN ANDERSON (RIDDLEDOWN MFC); RICK STEVENS (HASTINGS MFC); TERRY BRADLEY (SURREY RADIO CONTROL CLUB).

APOLOGIES FOR ABSENCE were received from Martin Stagg and Gary Webb.

Minutes of the previous meeting on November 11th 2009 were read, approved and proposed for acceptance by Maidstone FFG and seconded by ERFC.

MATTERS ARISING. There were no matters arising

OFFICERS REPORTS:

CHAIRMAN: Nothing to Report

VICE CHAIRMAN: Report Attached

SECRETARY: Nothing to Report

TREASURER: Report Attached

PRO: Nothing To Report

COUNCIL DELEGATE: Report Attached

ED. CO-ORDINATOR: Report Attached

ANY OTHER BUSINESS:

Keith Miller explained that there had been a double booking at the K2 Crawley for the forthcoming Indoor Flying Event on February 7th. Apparently, now only 2/3rd of the Sports Hall will be available for flying, remaining 1/3rd being "Netted Off" for a Table Tennis Event. However, there would be a reduction in the fee and the event has been booked in for next year. All were encouraged to attend.

Bob Hart reported that the Hasting Club would be happy to host this year's Scale Day and put forward several dates - 11th July being the one settled on. A barbeque was proposed and there would be Portaloos provided.

Keith Miller spoke briefly about the Towner Trophy, which would be held at Ashurst on 26th September. This date is to be confirmed and Kevin Beale will be on hand to CD the event.

Allen Elliot proposed the Ashdown Forest Cross Country Competition for Hand Tow and Electric Gliders to be held on 1st August. Keith Miller raised the point over licensing at Ashdown and we may need to seek an extra day – Keith will check this. This event was last held in 1996, so will make a welcome addition to the event calendar.

Keith Miller mentioned that there had been some concern at the Tonbridge Club over the height of full size aircraft making their approach to Gatwick Airport. The general consensus was that their approach height, this far from the airport would never be of concern to model flyers provided that they follow the BMFA Guidelines and not exceed 400 feet altitude.

Roger Marples expressed some concern over the interpretation of flight patterns for "A" tests. There appears to be some disparity with interpretation here with some Examiners and Roger felt it should be standardised.

Bob Hart mentioned that there had been a proposal to run a Classroom Course for this, but the difficulty would be getting all the Examiners together. A DVD might soon be available which would provide a more practical solution – Bob would enquire about this. Bob also reminded us that "A" Certificates could be repealed at any time by Examiners if they felt previously qualified pilots were not flying to the required standard.

Graham Sturdy proposed Gary Webb to be considered for a Area Chief Examiners (Fixed Wing) position. Bob Hart said that there was a shortage of Area Chief Examiners (Helicopter), rather than Fixed Wing, also Gary had only been an Examiner for a year, which, it was felt, not long enough to gain the required experience. However, he would be considered in the future.

Keith Miller mentioned the Free Flight Event to be held on the Isle of Sheppey – details of which would published in the next SEADOG.

J. Phillips asked if the Long Man License covered competitions or was just for general flying. Keith Miller thought that it would cover both, but will check.

Keith Miller informed us that Gary Oulds was now the Free Flight Competition Secretary and spoke briefly about the possibility of celebrating the 60th anniversary of the RAFA Shield. Keith will find out more.

DATE OF NEXT MEETING: This was arranged to be held at The Angel Centre on Wednesday 26th May 2010 commencing at 8.00pm.

The Chairman closed the meeting at 9.30pm.

Signed as a true record.

CHAIRMAN, R. CUTTER.....

DATE.....

Vice Chairman's Report to the Area Committee meeting on 27.1.09

I took part in the organisation of the November indoor meeting in Tonbridge which produced roughly the same amount of support as last year but despite an increased admission charge a loss of approximately £112 was made, although this was not so large as previously. I was against running this event after the loss made in the first year and nothing has happened this time to change this view, except that there was a little more support for the parent/child competition. In company with our Chairman, I attended the Free Flight Presentation evening at Rowfant House where the trophies for the 2009 free flight events were distributed.

I had emails from the BMFA Flying Site Advisor, Roger Bellingham, concerning a noise complaint in connection with the Heligeeks Flying Club activities at New Ifield Cricket Ground. On investigation Roger has concluded that because of the proximity of a number of properties, this site cannot conform to the requirements of the 1982 Code of Practice and the BMFA could not therefore support the continuation of serious model flying there. However, Roger has told the club that whilst the SE Area would not spearhead a search for a new site, they would perhaps be prepared to vet a site which Heligeeks may think a bit borderline. Due to our lack of Roger's expertise in this field we may well have to refer this back to him should we get an approach from Heligeeks.

Treasurer's Report to Area Meeting on 27.1.10

Since the last Area Meeting on 11.11.09 there have been the following transactions on our accounts:

Income

Tonbridge Indoor receipts	£ 296.44
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Outpayments

Room Hire	£ 52.50
SEADOG expenses	70.00
1 x Aerojet kit for Ed Co-ordinator	2.50
Free Flight engraving (for last 7 years)	211.60
Free Flight Presentation Evening	198.00
Long Man Licence	466.00
Website expenses	54.56

The balances of our accounts as at close of business on 26.1.10 were as follows:-

Current a/c	£1674.59
Deposit a/c	£ 430.25

The rather large balance on Current a/c is due to the fact that no claims have yet been received for the Crawley Indoor hire fee of approx. £1000 and the Ashdown Forest licence fee of approx. £400, both of which were due for payment by early January 2010. It is understood that due to a double booking at Crawley and reduced space available at the Leisure Centre, the hire fee may be well under the £1000 figure. When both these outstanding payments have been made, the necessary transfers between the two bank accounts will be effected as necessary.

Since writing the above a request has been received for payment of the Ashdown Forest licence at the same rate as for 2009, i.e. £367. This will figure in my next report by which time the cheque should have been presented and paid.

Advice has also been received that the Crawley Leisure Centre hire fee will not be as much as envisaged due to a double booking by the Centre resulting in restricted use of the Centre reducing the fee.

Council Delegate's Report to Area Meeting on 27.1.10

I attended the Association AGM at the new venue in Coventry on November 22nd details of which have already been reported in BMFA News.

I regret that I was unable to attend the Full Council meeting in Leicester on January 9th due to the extreme weather conditions at the time. I understand that nothing dramatic happened with mainly routine discussions. However, one item was of interest to our Area in that the Association Treasurer, Nigel Barker is planning to get the BMFA stand plus tent/gazebo to the Southern Model Airshow at Paddock Wood this year. However, he would like to be sure that local clubs can and will supply the manpower to staff such a stand over the two days involved. He hopes to get a location by the flight line rather than a more anonymous tent in the trade village. I have signified that I think that the SE Area will be able to drum up sufficient support (with the temptation of free passes and a good viewing point) to enable production of a suitable roster.

Also, the Flying Site Advisor's Report was circulated before the meeting and this evidenced various entries for S E clubs.

Tonbridge RF were enquiring about height limitations at their Leigh Park Farm site which is about 18 miles from Gatwick and are writing to the Gatwick Air Traffic Control about the heights at which full size aircraft approach the airport.

Felbridge RMFC were enquiring about Grandfather's Rights on their field which is being sold to a new owner. Apparently these do not apply as the club has paid a rental fee in the past.

Model flying has been banned by the Ash Parish Council at the Carrington Recreation Ground following a complaint even though there is no bye law in place. It would appear that the Council is mainly concerned about their liability in case of an accident but the insurance cover for landowners incorporated in the BMFA policy was explained to them. The BMFA will support any campaign by the model flyers for continued use of the Rec.

Eastbourne DMFC has an ongoing problem with their local Council re noise testing, but as their flying field was flooded at the end of 2009, the club has withdrawn its planning application and will make a new one in March when the field has dried out.

ESSA has been corresponding with Roger regarding negotiations with the National Trust to re-establish flying on a local flat field site and this revolves around whether this was in use before the South Downs National Park was established in 2002.

At the September Area meeting there was a query regarding the court case covering the Code of Practice on Noise from Model Aircraft which the BMFA lost. A meeting was held recently between senior BMFA officials, our legal adviser and Roger Bellingham. It is considered that the Code is still a valid document and should continue to be used for flying site protection, particularly as the

allegation of the Code being dated and therefore useless was not true. This view was supported by the work done by Rupert Taylor FIOA on behalf of DEFRA in September 2005 in preparation for a new Code which has not yet been issued. Roger had used the Code following new, very helpful and positive advice from Peter Bird of Bird Acoustics in support of the Eastbourne and Mid Beds clubs planning applications/appeals

I had a phone call from Development Officer, Manny Williamson, to say that he had arranged for a visit to the Epsom RFC on January 20th to talk about the BMFA. No attendance was requested by Area officials and it was just a courtesy call to let us know about it. A similar visit to the Bloobirds club is envisaged later on this year.

Finally, I had a series of emails from our new Free Flight Comp Secretary, Gary Oulds regarding one of the annual F/F trophies, namely The RAFA Shield, which I will revert to when we discuss our 2010 events later in this meeting.

Education Co-ordinator's Report to Area meeting on 27.1.10

A fair amount of time was spent on the all day Tonbridge indoor meeting, in particular concerning the parent/child event, circulating local schools, ATC, Scouts and other youth groups. Although support was better than the previous year, only four children participated, mainly following my earlier visit to Speldhurst Primary School. One of the lads showed great promise and it is hoped to encourage him further via the Saturday evening Tonbridge Gassers sessions. On December 17th I paid a return visit to the Speldhurst school showing some 70 children the ins and outs of the new BMFA Aerojet model. As usual there was great enthusiasm on the day but it is not expected that many of them will take up model flying as a hobby.

Finally, I spent two days at the Model Engineering Exhibition on the BMFA stand at which model building sessions were held for children and the new Aerojet kit seemed to be favourite, mainly because it is so quick and easy to assemble due to its Depron construction.