

BMFA
FREE FLIGHT TECHNICAL COMMITTEE
MINUTES OF MEETING 14th June 2010

					Action
Present	Mike Woodhouse	MW	Peter Williams	PW	
	Chris Strachan	CS	Ian Kaynes	IK	
	John Carter	JC	Andy Brough	AB	
	Trevor Grey	TG	Chief Executive (part time)	DP	
	Phil Ball	PB	Competition Secretary (part time)	JH	
	Mike Francies	MF			
Apologies	All present				
Minutes of 28.04.10	Accepted as a true and accurate record				
Matters arising	<u>Presentation of Caprice from Showcase 2009</u>				
	PB will chase up Paul Fynn				PB
Contest Calendar	<u>2010 Version</u>				
	No alterations to V4.				
	IK stated that F1E the meeting on 15/06 was not held and asked that the Sheffield Trophy be moved to the next meeting and a replacement date be added of 31 st October. TG to action				TG
	<u>Trophy allocations</u>				
	TG tabled suggested changes (see Appendix 1). All to consider for discussion at the next meeting.				ALL
	<u>Age limit policies for access to Sculthorpe</u>				
	MW and DP will discuss with the Commanding Officer. However a quick solution is not expected and PW was asked to publicise that until further notice the minimum age of 16 will have to be applied to all events at Sculthorpe (EA Gala, Area events and Trials)				MW DP PW
	<u>Portaloos</u>				
	Toilets are now a requirement for all events held on Salisbury Plain. JC to liaise with Bernard Aslett and authorise the necessary expenditure to use the MoD's contractor preferably via the MoD office.				JC
	<u>Northern Area results error.</u>				
PB will correct the records.				PB	
<u>Entry Fees</u>					
Any ideas on a fairer structure to cover both single class flyers and to encourage entering in multiple events will be welcome. All to consider together whether to publicise more information on costs.				ALL	
<u>East Anglian Gala</u>					
MW reported all in hand				MW	
Officer's Reports	<u>Treasurer</u>				
	JC reported that all accounts are currently healthy. Team travel fund could do with some more income but some is expected from FF Forum sales and Nationals profit. 5000 flight cards (to be all one colour) have been ordered from the BMFA supplier. JC and MW will work on a Training and Excellence budget for the September Full Council meeting.				JC MW
	<u>Council Delegate</u>				
MF reported that					
<ul style="list-style-type: none"> • An Electric Safety Group has been set up – TG stated that he is aware of this 					

but it is a response to concerns about failure of NiMH cells in radio applications and of little relevance to Free Flight.

- Team managers are asked to apply to the office or the Competition Secretary for Model Specification cards – not to the Technical Secretary.
- All articles published in BMFA News will in future be paid for.

PB

PRO

PW reported that access to BMFA News is going well under Simon Delaney.

Safety Officer

PB reported no particular problems and will circulate the first draft of a set of Free Flight Safety and Flying Field Procedures for all to consider and discuss at the next meeting.

PB

Nationals

Post mortem

Items noted were

- Poor weather ,especially on Sunday when the wind caused the FAIR programme to be abandoned
- No specific complaints on organisation or operation
- Prize giving remains a problem. All to pass any suggestions to TG.
- The initial set of results sent out had omissions due to an office error. PB to work with the office to send out the missing items (with the omission of Cranfield Classic where the CD has gone on holiday and left no trace of the results). Separate sets of all the results to be sent to the Competition Secretary, Technical Secretary and Records Officer.
- The pricing of the Bowden needs to be simplified next year, to ensure clarity of charges and more strict collection of fees at the gate. A renaming of the registration fee (Admission Fee or Airfield Pass ?) might assist.
- Vouchers for contest entry fees was well received by the CDs
- Already have three offers of CDs for 2011.
- Financial results still to come but they look like a profit

TG

PB

Medals

Trevor Faulkner will not do the medals in future. CS to write and thank him and to investigate proposing him for a society award. . PB will take over responsibility for producing the medals in future

CS

PB

Nationals Organisation

The need for more delegation/succession planning in running the National in future was noted

International Teams

F1A,B,C

All arrangements in place. Team meeting to be held on 19th June at Chacksfield House,

F1A,B,C Team Manager Applications for 2011

Applications close on 30th June. One received so far from Martin Dilly

Space

All in place. Motors ordered.

F1E

It looks as if both Doug Bartle and Steve Philpott may withdraw from the team, leaving only Ian Kaynes (no reserves proposed or available). IK to keep the Competition secretary informed.

IK

Junior Team qualification requirements

The first draft has been circulated. All to make comments to CS for discussion at the next meeting.

ALL

CS

The Jack North Trophy

MW reported that he is having a new box made for a cost of £200 but was unable to

get any repairs made to the trophy itself with the remaining budget of £300. He will deliver it back to the FAI in the same damaged state as it was received in.

World Cup Events

Stonehenge Cup 2010]

This was a good event with a good entry. The organisation team did a good job, especially considering that it was their first time. They have agreed to "do it again" next year.

Equinox Cup 2010

All in hand for 18/19th September at Barkston. JC emphasised that they must take special care with access to Barkston as the security requirements are getting more and more demanding coupled with the wish of some Grantham members to find fault with Free Flight users. MF undertook to agree arrangements with the office and JC

MF
JC

Rules

Technology and FAI Free Flight Competition Paper

TG circulate his first suggestions for low tech FAI A,B,C rules as a sub-division of current high tech rules. Doubts were expressed as to whether anyone would want to build one of these. All to consider and pass comments to TG

ALL
TG

Rule Change Process for 2011

TG will operate the process in his role as Rules Officer. He was asked to ensure that each stage of the process has maximum publicity and that paper copies of all web releases are available on request from the office.

The details of rule changes and any comments received so far had been circulated to members by CS. They were reviewed and discussed and the conclusions were documented in the updated paper attached to these minutes as Appendix 2. CS to pass to TG to check and then pass to PW for publication

CS TG
PW

The future for Electric Classes

It was agreed that E30 with LiPo batteries will (has) developed excessive performance and that Open Electric could be identical with F1Q. There seems to be a need/opportunity for a small, low tech., timed run electric class to replace E30. It was agreed that TG and CS should convene a sub-committee, to include members, from outside the FFTC to come up with a future strategy covering classes and timescales for their implementation.

TG CS

Timing of Electric Motor Runs

A communication had been received from Neil Cliff expressing doubt on current methods. No action will be taken. CS to inform Neil

CS

SAM and 1066 Rules

Draft rules have been produced and a critique by John Close was circulated. AB agreed that the next stage was for SAM to put the suggested rules into an integrated form incorporating John Close's suggestions and then get that document's approval by their membership. Only at that point can the FFTC look meaningfully at the possibilities of pulling those rules and our own closer together.

AB

Events

Free Flight Showcase 2010

PB reported that Paul Fynn has it in hand but has indicated that this may be his last year.

Implications of 2012 Jubilee

Carry forward

FAI Conference

Survey Results.

CS had received 23 responses to the survey. All but three had been combined into a single document. PW undertook to scan the remaining three and circulate the full set to his full address list inviting further comment.

PW

Conference Papers

Free Flight Info.	The pack of material from the conference to be cleaned by MW and then sent to PW for passing on to the Office for circulation to those who had requested a copy. The old website is now clearly marked as such. TG now to finish off work on the new site	MW PW TG
FFTC Deliverables A.O.B.	CS to add the training and Excellence budget. AB raised the issue of the need for flying space for radio-assist/steered free flight models. They are currently unwelcome on formally managed radio sites and not usually considered on Free Flight sites. What can be done to accommodate them on Free Flight sites? All to consider	CS ALL
Next meetings	<u>Dates</u> Wednesday September 8 th Wednesday November 3 rd or 10 th Both 11.00am at Chacksfield House	

FFTC 16/06/10

Critical dates for FFTC

BMFA News Copy dates	August Issue (101) - 14th June October Issue (102) - 13th August December Issue (103) - 5th November February 2010 Issue (104) - 17th December
Full Council	Sept 11 th Agenda deadline August 31st
Technical Council	October 16 th Agenda deadline September 20 th
FFTC meetings	- September 8 th November 3 rd or 10 th

Appendix 1

Trophy Re-allocations Suggestions

Observations

We have imbalances of Trophy allocations. The average per class/category is 2.

The predominate imbalances are:

- | | |
|-----------------|---|
| 1. F1C | 6 |
| 2. F1B | 6 |
| 3. F1A | 5 |
| 4. Junior | 4 |
| 5. Mini Vintage | 0 |
| 6. CLG | 0 |
| 7. Electric | 0 |
| 8. P30 Rubber | 0 |

Preliminary Suggestions

1. Re-allocate Halifax and/or Astral (F1C) at Nationals.
2. Re-allocate Buskell (F1C), Duce (F1B), Brawn (F1A).
3. Re-allocate Sparklets Outdoor.
4. Use Sparklets Indoor for CO2 at Nationals. This could be made available to us – preliminary question to chairman of ITC suggests that this might be possible.

Appendix 2

Rule change Proposals at 14/06/10

The following rule change proposals are those that have been received by the FFTC up to 14/06/10 for possible inclusion in the 2011 Rulebook and are considered by the FFTC. We must stress that the FFTC may or may not end up being convinced by the arguments and the inclusion of an item in the list at this stage does not mean that a change is inevitable or even probable.

Any comments or arguments on these topics will be welcome and should be sent to the FFTC Secretary – Chris Strachan, 56 Way Lane, Waterbeach, Cambridge, CB25 9NQ. Email, chris.strachan@btinternet.com. Please send by email or typed letter.

Please respond before 2nd August 2010 so that inputs can be considered and revised proposals prepared at the FFTC meeting on 8th September 2010.

1	Fly offs at Area Meetings
	Raised by Peter Watson
	The need to fit the start of up to 5 x 15 minute fly offs into a one hour period has already caused difficulties at Barkston this year. One of Peter's suggestions was that the situation would be eased if the fly off periods were reduced to 10 minutes each.
	Comments. We have received a number of inputs already in response and all favour cutting down to a 10 minute or 5 minute fly off slot. The FFTC are minded to go to 10 minute periods - possibly for all contests, with the introduction of any gaps between periods at the discretion of the CD
2	049 plain bearing glow in mini Vintage
	Raised by Daniel Chilton
	I have a suggested change for the rules next year. mini vintage power to be able to use plain bearing 049 engine as well as diesel. At present only 2 people in the country fly power mini vintage, John Thompson and Tony Sheppard. I am planning to build a plane with a Cox 049 in and would like the rules changed, also there are about 5 or 6 plans available to build from and it would encourage more people to fly the class.
	Comments. The FFTC feel that this would need to be confined to Cox .049/.051 engines only and even then are concerned that the disturbance could do more harm than good.
3	Engine run timing
	Raised by Dave Limbert
	Rule 3.1.6.2(a) change-----"when all audible noise from the engine ceases." -----to----- "when engine power strokes cease."

	<p>Reasoning is as follows:-</p> <ul style="list-style-type: none"> • Cessation of power strokes is easily heard and recognised by timekeepers and is an almost instinctive cue to stop the watch. The present rule requires the timekeeper to disregard this cue and wait until he is SURE that the engine is not going to make another sound, e.g., a "diesel cough", resulting in an over-run being given if he is "keen", or not if he isn't. The result is inconsistent standards of engine timing , with the competitor being unsure of this standard. This can lead to an increased risk of an over-run, unless the competitor sets his engine run conservatively and probably penalises himself. Frankly, under the present rule, engine timing is, and always has been, a lottery , the recorded time being largely dependent upon the 'attitude' of the timekeeper. • The engine rundown , with the engine producing no power and the propellor slowing ,probably produces insignificant thrust irrespective of the length of the rundown for engines not fitted with propellor brakes.Models with engines which are fitted with brakes may be disadvantaged, only practical experience will tell. • Adopting my proposal will ensure accuracy and consistency in timing engine runs, across all timekeepers,experienced or otherwise, 'keen' or 'generous', with all competitors having confidence in timekeeping standards adopted by all timekeepers. • The method I propose is the official timekeeping method of the AMA, and has been in use in the U.S.A. for many years. • Northern Area power competitors have been canvassed and there is broad support for this proposal. <p>I suggest that the rule change be adopted for a 1 year trial period ,during which its operation and acceptability can be assessed.</p>
	<p>Comments. Keep the rule unchanged from Jo'D. Allow pressure and hence clean cuts in all classes from Peter Watson. The FFTC are so far inclined to take the route of introducing pressure and hence flood off and clean cuts.</p>
5	P30 class definition
	Raised by FFTC
	P30 was intended to be a simple class suitable for beginners but performance has now risen to the point where the results are dominated by a few experts Should the rules be redefined further (moving surfaces were banned at the start of 2010) to keep the class "simple and suitable for beginners"?
	Comments
6	Frog Junior and Ladies Trophies (At the Nationals)
	Raised by John O'Donnell
	<p>These should revert to being held as separate contests, rather than part of the 'open' events. This will add status, and solve some anomalies.</p> <p>At present a junior with both rubber and glider models can have two chances of winning the Frog Junior trophy. The ladies have a similar opportunity.</p> <p>Combining the junior and ladies flights (if possible) is unwise.</p> <p>Indeed, a young girl could win three trophies with one set of flights. This might be extremely unlikely, but it is not impossible.</p>
	Comments