

# SE AREA NEWSLETTER



## Chairman's Chat

I must start my chat this time with an apology. In the last newsletter I thanked Slope Soaring Sussex and Caterham and District Model Flying Club for their donations to the cost of funding the Licences for Ashdown Forest and Long Man. I forgot to also thank, Horam Model Flying Club and East Sussex Soaring Association. I hope this goes part way to apologising.

On the subject of Ashdown Forest, I have been contacted by a number of BMFA members because they have been told to stop flying by the forest rangers, because they are flying outside of our Licence Agreement. It would appear that people have been flying on the forest for a long time (many years) and have never been asked to stop. Some knew about the Li-

cence we have but only thought it related to competition flying and others claimed they knew nothing about the Licence. One of the reasons for the clamp-down is due to our new friends, the multi-rotor (drone) flyers, flying on the forest, which is **not allowed at all**. As with the EASA regulations currently being created, we are affected by these models and their operators. I'm in the process of setting up a meeting with the conservators to review the current Licence to facilitate a more flexible flying Licence. However, as with all cash-strapped organisations, there may be a charge for this that would have to be met by the people that use the forest.

The scale fly-in at the Epsom Radio Flying Club field was a very successful event, with a number of people from other clubs returning to fly at the excel-

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September 2018

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lent flying field. My day was a mixture of frustration and joy; the second flight of my Fiseler Storch ended worse than the first some 30 feet up a tree requiring a tree surgeon and his climbing skills to recover it and, for those who know the field, the trees are some way away, so it takes some doing. I guess some models are not destined to fly. The good part was the first flight of my Flair DR1, which flies like a dream, and the second flight was made even more memorable by “Dogfight by Chance”. See the article later in the newsletter. Sadly, the Scale competition at the Hastings club and the All Electric Fly-in at Epsom Radio Flying Club field had to be postponed due to the only day of rain and wind for some weeks. The Hastings Scale day has been rescheduled for the 29<sup>th</sup> September. Still waiting for the Electric Fly-in Date.

A big thanks to Rob Stanley and Graham Uwins who helped me run a BMFA dart building/flying day at the Warden Park Academy as part of their student enrichment days. See Rob’s article “Back to School”.

I was invited to Caterham and District Model Flying Club for their BBQ and Cloud Tramp mass launch on the 4th August. To join in I purchased a Cloud Tramp kit but it was a bit of a last minute thing, the kit arriving a couple of days before the event. Having read the instructions I set about the build, what there was of it, and it wasn't until I went to attach the undercarriage I realised I had stuck the tail section on wrong; the rubber motor goes along the top of the fuselage! This I had noted in the instructions but still got it wrong. (Old Age before

the Editor adds his comment). So out with the razor saw to cut the fin off, left the stab where it was and a new piece of ¼ strip and all was fixed if not as per instructions. Trimming flight was done just before the mass launch and with a bit of tweaking I was all set, not the best but it did fly. There were 36 Cloud Tramps models at the launch; it was videoed and can be seen on YouTube at <https://www.youtube.com/watch?v=VUwp1CSkuI&feature=youtu.be>

The BMFA have been working on a new computerised membership system over the past few months and, after many hours of testing and conference calls with the software vendor, we are ready to go live. This is due to happen mid-September, and information on the system will be sent out before the go-live date once the NATs are out of the way.

I was recently at an event where the BMFA “A” and “B” Achievement Certificates were referenced to as “Tests that allow solo and show flying status”. This is not the first time I have come across this. It would be nice if it was the last but I doubt it. To get a “A” “B” or even “C” certificate in a flying discipline requires a test to see if you have achieved a level of knowledge and flying skill but it is an Achievement Certificate not a “Test”. It is used by clubs as a method of selecting pilots to fly unsupervised and to show organisers require a “B” certificate to know the level of competency of a pilot, but the “B” certificate is not a licence to fly at shows. I have heard people say “I don't need a “B Test” because I

don't fly at shows" but the object of achievement schemes is to up the standard of flying and understanding of the rules/regulations clubs and the CAA have in place. I would urge Club Committees, instructors, club examiners and ACEs to promote the benefits of the scheme to improve people's flying, not to make it a noose round people's necks. We will need examiners in the future and the route to this is via the "B" certificate.

I was at this year's NATS helping run the show line. Having been to a number of model air shows where you are some way away from the models you don't get a true feel for the models the show pilots use. Standing inches away from a pair of turbines starting up or feet from a pair of 18' wing span Lancs, Vulcan, or BOAC VC10 landing is brilliant not something you forget in a hurry.

Stuart Willis  
South East Area Chairman.

## A Day at School - Rob Stanley

Recently I went to Warden Park school in Cuckfield with Graham Uwins and Stuart Willis (BMFA Chair) to run an 'enrichment day' for the students at Warden Park school involving building and flying BMFA Dart models. Stuart runs a regular model aircraft club for the students after school, so some of them came along plus a load of others - we had 19 boys and girls in total.

Stuart, Graham and I met with Alison Palmer who is a science teacher and we set up a load of Stuart and Graham's models in a large science lab along with some BMFA Darts and some tiny balsa gliders and various RC gear and engines (including a turbine from Taj Manning).

The day was planned by Stuart and consisted of a talk about aircraft in general (how they fly and the control surfaces, etc...) and then a bit about the actual models he and Graham had brought along, with a quick demo of the RC controls and then Graham ran up his EDF motor.

Next we gave out the BMFA Dart kits and split the class into 4 groups each of us had a group to supervise and help as they made their Darts - 1 per child, so everyone had a model at the end. Stuart had brought all the equipment needed and gave them a talk about the dangers of scalpel knives (luckily only 2 students had minor nicks from them during the build). We all proceeded in our groups at a pace suitable for the students and within 90 minutes most students had reached a point where their model was drying on the building board / plan, so the students had a break to let things dry before cutting out the parts from the plan and gluing them together to make the model. Once all the models were constructed it was time to leave them to dry so we had a lunch break. During the break Graham and I made sure the all the models were straight and were drying properly and we used Cyano and kicker to help

some of them on their way (so that the students would all be ready to fly after lunch).

The afternoon was spent in the dining hall, where Stuart took 4 at a time to help them test-glide and trim the models with blu-tack. Graham and I had the cyano and kicker on hand to fix any breakages, so everyone had a working model to fly.

Then Stuart took groups of students and got them to wind the rubber-motor and test fly the models , this process was repeated a number of times until everyone had a working and flying model and then there was a 'mass launch' at the end. During these flights, Graham and I were gluing and fixing the models and adjusting the rubber motors, etc so that everyone had a good go at the flying.

We were joined by the school's headmaster during this flying session and he seemed genuinely impressed with the Darts and the kids' achievements.

After the flying we returned to the science lab where there was a talk on basic aeroplane controls and the 'science' around flight including the principles of rudder, ailerons, flaps, etc..... Stuart had set up an RC simulator so everyone had a go at flying an R/C plane with a Spektrum Dx8 transmitter and there were also a couple of quizzes based on aeroplanes which the students took part in using iPads. At the end of the day, we had to decide which of the students were to receive a prize and then Stuart gave out bronze, silver and gold prizes to these students (a certificate and model glider kit) but it was hard to decide because they all tried very hard.

I was impressed with the whole day - Stuart had it very well organised and Alison Palmer was brilliant with the students and knew a lot about aircraft. The students were polite and listened to everything and called us 'sir' !!

Graham and I both had a great day and I will do it again if needed any time,

*Rob Stanley*

## Dogfight by Chance! - Stuart Willis

At the Area scale fly-in at the Epsom Radio Flying Club field, I had the first flight of my Flair DR1. It's marking are those of Lieutenant Joseph Jacobs of Jasta 7, also at the event was Phil Creelman's recently completed S.E.5A. We decided to fly the pair together which involved a bit of chasing each other in a mock dog fight. To the delight of all my pilot decided to eject himself from the model (the magnets holding him and the hatch were not up to the job) on the way out and down he managed to damage the rudder hinge. Glad I installed a pull/pull rudder system which kept the rudder working if not perpendicular. An eagle-eyed member of my club, Chris Searle a keen



WW1 aircraft person, noticed that the S.E.5A had the markings of Lieutenant James Ira Thomas "Taffy" Jones of No 74 'Tiger Squadron and in one of his books found the following section:

*"When the great British fighter pilot Edward Mannock briefed the pilots of No 74 Squadron in the spring of 1918 before they went to France, he told them: 'Don't ever attempt to dog-fight a triplane on anything like equal terms as regards height, otherwise he will get on your tail, and stay there until he shoots you down.' Mannock's advice to any such unfortunates was: 'to stay in a vertical bank with full throttle and flick out of the turn as soon as the triplane pilot appeared to be changing his position; then run for home like hell, kicking your rudder hard from side to side".*

It fell to Lieutenant Ira Jones to put Mannock's advice into practice when he was caught by Lieutenant Jacobs of Jasta 7 at 6,000 feet near Menin on 12 April 1918. After a circling combat of some duration, Jones did just as Mannock had preached, and due to the higher speed of his S.E.5a was able to disengage and get home. His experience is recounted in detail in *King of Air-Fighters* and in *An Air-Fighter's Scrapbook* which differ slightly in detail. \*What Jones fails to mention is the direction of the defensive turn that he adopted once Jacobs' all-black triplane was on his tail. This must have been a left-hand turn in which the turning radius of the S.E.5a and Fokker Dr I was about the same. Had he gone into a right-hand turn, there is no doubt that he would have been shot down. As it was, he was lucky to get away with it, since the rotary-powered triplane, tight-turning left, could also climb when doing so – height was always the advantage sought for in such situations. This is what Jacobs wrote of the encounter in his personal diary; 'During our approach to the front we saw 7 SEs which we immediately attacked. I got into a good firing position on one of them, but he didn't go down.' In fact, when Jones's aircraft was examined after the fight, it was found that it had not been hit by any of the enemy's bullets.



Our dogfight was just over 100 years apart 12<sup>th</sup> April 1918 to 10<sup>th</sup> June 2018. I look forward to meeting Phil in the skies over the South England in the near future.



Stuart and Phil

Jones was recommissioned after the outbreak of the Second World War, and flew briefly during the Battle of Britain. He died in 1960 through complications after a fall at his home in Wales.

Jacobs became a Major in the Luftwaffe Reserves although he refused to join the NSDAP ("Nazi" Party) He died in Munich July 1978

*Stuart Willis*



DR1 after pilot departure

## H&DRCMC - Achievement Scheme Day - Peter Glover

Following on from the good uptake from members at the 2017 Achievement Scheme Day the Horsham and District Radio Control Model Club (H&DRCMC) held their 2018 event on the 5<sup>th</sup> August.

We were once again really lucky with the weather which was just about perfect for flying. During the day we had a good number of members plus a couple of visitors from the Crawley club wishing to take A test in both Fixed Wing and Silent Flight.

The club field was still open to normal flying during the day and it was great to see those not participating in taking a test, but just out for a day's flying give those that were, plenty of airspace to practice and when they were taking their test giving them time and space to fly on their own, it really is great credit to the membership that they were patient in this way.

Over the course of the day there were 6 Fixed Wing A Tests and 2 Silent Flight A Tests, with all participants passing. A number of these members are now already working towards their B Tests which is great news. The Achievement Scheme Day is now a fixture in the club calendar every year and gives the members wanting to develop their flying skills a focal point to work towards over the Summer.

*Peter Glover*

## Airbourne at H&DRCMC- Peter Glover

For the last 5 years Airborne has been part of the Sumners Ponds Show and organised and hosted by the Horsham club, we were well underway with planning for this year's Show and entries were coming in from pilots when the Directors of Sumners Ponds decided to cancel the show.



Brett Houghton Red Bull Helicopter

H&DRCMC decided that we could not let down all those that had entered and so decided to hold Airborne at our flying facility over the same weekend (June 9 and 10). Plans were quickly put in place and our sponsors informed of the changes luckily they agreed to continue their support. Camping is not possible at our flying site but there is a pub about 1 mile up the road complete with campsite and they allowed late checkouts on the Sunday so this would prove ideal for those that were

travelling from afar to attend.

Some travelled up from Bournemouth on the Thursday and set up their caravans, a team of helpers from H&DRCMC were on site Friday morning to cut the strip and also pit area and get everything else ready, once the hard graft had been completed a few took the opportunity to have a fly.

Come 9:30am on Saturday and the pits were full and parking space was at a premium, just before 10am we had the compulsory pilots briefing and then Dave Willingham was given the honour of the first flight of the weekend, he was a little nervous as not used to flying in front of so many people but did a great job.

From the signing in register we had just under fifty people with us on the day. Over the next few hours the skies were full of models, Scale Helicopters, some great 3D helicopter flying, sport helicopter flying, scale and sport aircraft, thermal soaring and even a bit of control line flying, as well as the odd FVP quad.

There was free tea and coffee on the go all day, thanks to Marion for providing this excellent service. Come 3pm we were ready for a little break from flying and held our Auction, thanks to our Sponsors Opti Power and Scorpion Power Systems we had some great items including nitro fuel, a variety of lipos, some carbon quad frames, hats and all sorts of other goodies to sell / give away, I think most people went home with something.



Flying then resumed until the BBQ was lit at around 4:30pm, the official finish time was 5pm, but many who participated in the BBQ continued flying until around 8pm.

Sunday morning and once again the weather looked like it was going to be perfect, word must have got out that you needed to arrive early to get the best pit space and by 9am the pits were filling up,

once again we had a similar number signed in, but it was good to see a few new faces from Saturday. Over the weekend we had pilots from H&DRCMC, South Coast Helicopters (Bournemouth), Box Hill, Crawley, Petersfield and Burgess Hill, sorry if I have missed any.

Again flying got underway at 10am after the briefing and continued until the close at 4pm once again with a great variety of models and pilot abilities present. Thanks to Keith Wright and Paul Privett for giving up their time to undertake three A tests on the Sunday for some pilots from the Crawley club (they don't have any examiners). It was great to see over the weekend that the relaxed atmosphere we have always promoted at the Model Show contin-

ued and that you can fly a multi format event without pilots complaining their discipline does not get enough air time. Plus everyone present on the Sunday gave those taking their A tests time, space and encouragement and kept the pilots box free for them.

One comment from a visitor was "one of the best days flying I have ever had"

If the Model Show does not happen in 2019 we may well hold Airborne again at H&DRCMC so keep an eye on [www.facebook.com/airborne.summerspends](https://www.facebook.com/airborne.summerspends).

Thanks to the Horsham club and their members for putting on a great event.



Paul Privett jet prior to starting



Keith Wright, Fly Baby ready for take off

*Peter Glover*

## 2018 Calendar

DATE	TITLE	VENUE	CONTACT
9 <sup>th</sup> September	Vintage & Classic Fly In	Ripe, East Sussex	<a href="mailto:shaun@saltwood35.co.uk">shaun@saltwood35.co.uk</a> <a href="mailto:bond-ing@sky.com">bond-ing@sky.com</a>
16 <sup>th</sup> September	Free Flight Competition	Ashdown Forest	<a href="mailto:mike.horam@uwclub.nen">mike.horam@uwclub.nen</a>
29 <sup>th</sup> September	Autumn Fly-in and Swap Meet	Middlebridge, East Sussex	<a href="mailto:robindhart@btinternet.com">robindhart@btinternet.com</a>
14 <sup>th</sup> October	Free Flight Competition	Ashdown Forest	<a href="mailto:mike.horam@uwclub.nen">mike.horam@uwclub.nen</a>

**Up to date information available at:** <http://southeast.bmfa.org/calendar>

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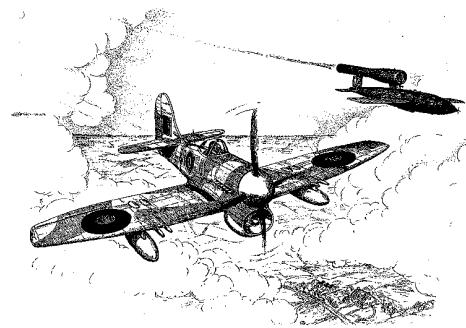
SE Area does have a facebook page which is useful for circulating information - don't worry you don't have to sign up to Facebook and we won't ask to be your friend (or even like us!!).

Disclaimer - The ideas expressed by authors are their personal viewpoint and not necessarily those of the BMFA

**S E Area website**  
**[www.sebmfa.org.uk](http://www.sebmfa.org.uk)**



<https://www.facebook.com/BMFA.South.East.Area?>


  
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# Minutes of Ordinary General Meeting 5th Sept

## 2018.

### **Present:**

Stuart Willis	Chairman	Felbridge Flyers
Robert Richardson	Vice Chairman	Hastings MFC and Horam MFC
Chris Searle	Secretary	Felbridge Flyers
Bob Hart	A.S. co-ordinator	Wealden and Hastings MFC
Terry Knight	Member	Crawley & District MAC
James Gordon	Member	Caterham and District MFC
John Phillips	Member	E.S.S.A
Peter Burgess	Member	E.S.S.A
John Collins	Member	G.A.C
David Stiff	Member	Riddlesdown MFC
Roger Marples	Member	E.D.M.A.C
Martin Jones	Member	E.R.F.C
Derek Potter	Member	E.R.F.C
Richard Pidduck	Member	Caterham and District MFC

### **Apologies:**

Mike Richardson	Flying Discipline Secretary
Taj Manning	Education co-ordinator
David Wolper	Member
Rob Stanley	Member
Jim Tucker	Treasurer
David Lambert	Member
Paul Holmes	Member

### Minutes of the previous meeting

Read and approved by those present.

### Matters arising from the previous meeting.

To be discussed under specific topics.

### **3. Officers reports**

#### **Chairman and Area Delegate report September 2018**

I must start my report with the sad news that Bob cutter passed away on the 29<sup>th</sup> August. Bob was the area chairman for some 30 plus years. Some at the meeting will know Bob but not all, Bob was a jolly fellow and always seemed to find the funny side of life even as his health deteriorated over the past few years. His funeral is tomorrow 6<sup>th</sup> September at 15:00 at the Surrey and Sussex Crematorium, A number of his friends will be attending from Felbridge Flyers and I will on behalf of the BMFA south East Area.

Its been a busy few months in one way or another. The Scale day at the Epsom Radio Flying Club field went off very well the wind and weather was kind to us and speaking to people enjoyed by all. My own day a mixture of sadness and joy article in the upcoming news letter. A big thanks to Epsom Radio Flying Club for their hospitality. If it's ok with them, I'd like to run it again next year. The two other events the Electric Fly-in and Area scale competition were not so lucky, picking about the only wet and windy weekend we had

seen for some weeks both having to be canceled at the last moment. The scale competition has been rescheduled for the 30<sup>th</sup> September I have not heard from Epsom Radio Flying Club re the electric event perhaps they are unable to fit it in this year.

Last year the Area was asked by **Warden Park Academy** to run a model aircraft building day as part of their student enrichment event run at the end of the term year. **A big thanks to Rob Stanley and Graham Uwins for their help on the day. Rob has done an article for the next newsletter "Back to School". There is a good chance we will be asked to do the same next year.**

**A lot of my time has been taken up with conference calls and testing the new BMFA membership online system. This is due to go live mid September. Head office will be sending out details once things are finalised. The new system will not please everyone but given the options we had, its the best we could hope for.**

**The indoor Competition at K2 will run in 2019 I will cover this later in the meeting**

**I have had a lot of communications from people that have been stopped from flying on Ashdown forest this I will also cover later in the meeting.**

**I was at the Nats this year helping Manny running the show line. Saturday was a good day, the wind did decide to swing round to the north making takeoff's and landings a bit tricky as the runway is an east west runway. Sunday was a complete washout flying started at 10:00 but the rain came in at 11:00.**

Back in May I attended the second full council meeting in Leicester. It was one of the shortest meetings I had attended.

Relevant points from the reports given at the meeting.  
The Honorary Treasurer advised that the Year End Accounts are almost complete and we should break-even within £5,000 on a turnover of just over £1 million.

Buckminster update

Two temporary staff members have been appointed at BMFA Buckminster:

*All weekends bar 2 have been booked this year.*

Plans have been drawn up and submitted for the next phase of development which includes shower facilities, toilets and bunk rooms. Melton Borough Council planning committee passed it unanimously and were extremely positive and supportive. Melton Borough Council are very much behind the BMFA and the National Center as they see it as a good thing for the area. An application for EU 'Leader' funding has been submitted. The maximum amount which could be awarded would be £70K.

Insurance.

The new three-year sponsorship deal has been signed with Integro. Integro will be sponsoring the Show line at the Nationals and their name will appear on Nationals advertising. Integro are wanting to arrange another corporate team building event for their staff at BMFA Buckminster.

Dave Phipps spent sometime going through the state of the EASA regulations.  
A lot of this has been changed/updated by the latest publications released by the BMFA. Hopefully you have seen it if not check out the BMFA website.

Andy Symons has done a great deal of work on GDPR and has issued a great deal of guidance to our Clubs.

Jo Halman will stand for re-election Competition Secretary this year.

**Vice Chairman;**

Robert stated that the 400 foot height exemption only applies to members of the BMFA, LMA and SAA when flying on Club sites or BMFA approved sites.

**Secretary:**

Nothing to report.

**Treasurer;**

Not present.

**A.S Co-ordinator;**

Nothing to report.

**Education officer;**

Not present.

**Flying discipline Secretary;**

Free flight competitors on Ashdown Forest this year have collected £110.00 in donations towards the cost of the licence and a cheque for this amount has been sent to the Treasurer.

**South East Area events in 2018.**

**K2 Indoor:**

This event has been scheduled for Saturday 16<sup>th</sup> February 2019. The Technical committee have promised to publicise the event within the free flight community and also assist the Area with any financial loss. However a condition of doing so is that they are involved with the financial planning. Two thirds of the hall with flying from 11:00 to 18:00 has been booked at a cost of £984.09 and the Technical committee's opinion will be sought on how much to charge for admission. The actual competition will be handled by members of the Crawley and District MAC and the Area will provide people to support other aspects, these will be identified at the next OGM in November.

**Electric and Scale meetings at E.R.F.C;**

The Electric Day was postponed due to inclement weather conditions. The committee of the E.R.F.C will decide if it should be run later this year. The Scale Day was a success with more people attending than had been expected.

**Hasting Scale Day;**

The Hastings Scale Day was postponed due to inclement weather conditions. It has been rescheduled for 30<sup>th</sup> September.

**Cloud Tramp;**

Although a successful event but only 18 flyers attended, this is less than last year. The Epsom Council Chairman and a previous Chairman were there and have sent emails to Roger Marples and Dave Lambert congratulating them.

The Caterham and District MFC and the Croydon MFC held their own cloud tramp with 36 flyers using kits obtained from the Vintage Model Company.

**Ashdown Forest**

A small number of individuals had been stopped from flying by the wardens as they were flying outside of the agreed times. Apparently they held the belief that the times only applied to competitions and have also been flying there for some time without being stopped. They have complained to Head Office and the Area. It may be possible to extend the hours at no extra cost by negotiating with the new Ashdown Forest conservators committee however if this is not possible those complaining will have to conform to the current times.

**Area Bank Account.**

The Area is faced with outgoings of about £2000.00 in January and February and this means that this money has to put aside all year as funds from Head Office are received in April. The BMFA Honorary Treasurer may consider an early appropriation of funds but we need to provide the Area accounts so that they can make this decision. Bob will attempt to obtain the accounts from Jim. Bob was also given a bank mandate form for Jim to sign that would enable Stuart and Chris to manage the account in addition to Jim.

### **A and B test FW video**

ASRC is planning to make a professional grade video demonstrating flying the A and B schedules. In general this was thought to be worthwhile although Martin Jones and to a lesser extent Roger Marples raised some objections. Duncan McClure had requested that the Areas donate towards the production costs a sum of £200 was suggested. After some discussion It was felt that in the light of the recent funding issues the area was having we re that it would be best to put it to a vote on this. With 2 for and 9 against the Area will not be making a contribution.

### **A.O.B.**

James Gordon; The Fun Fly held at the Nationals was run by South East Area members and 2<sup>nd</sup> and 3<sup>rd</sup> places were also obtained by members of this Area. Richard Pidduck thanked the Chairman for giving the Caterham and District MFC a presentation on 3D printing.

Peter Burgess congratulated John Phillips on achieving 3<sup>rd</sup> place in the 2018 Welsh Open F3F contest in August.

Chris Searle informed the meeting that at the forthcoming AGM the following committee posts would be up for re-election; Chairman, Council Delegate, Treasurer and PRO. Stuart announced his intention to stand for re-election as Chairman and also Council Delegate. We are currently without a PRO, the duties of which are minimal.

**NEXT MEETING 14<sup>th</sup> November 2018 following the AGM (19:30 start for the AGM)**