

S E AREA NEWSLETTER



Chairman's Chat

Unless you have been living on an island with no access to the internet or post you will be aware of the DfT/CAA's proposed drone registration and education system (DRES) and the associated consultation period has ended on the 7th June. The latest numbers from the BMFA indicates that the CAA has had 11,000 replies to the implementation of DRES. I find it rather surprising; no shocked at this number, there are over 32,000 BMFA members this is not even half of the membership. I guess 21,000 members are happy to pay the £16.50! I believe this could be the thin edge of the wedge. The Government are starting to realise they can tax the air that we breathe or, at least the space it occupies. The commercial value of low altitude for Drone use is going to be big, if the likes of Amazon get their way, and us model-liners that have been flying in a safe and controlled way for decades will be wiped aside. (This is my view, not that of the

BMFA) Anyone who has seen the BBC stream of the Science and Technology Committee and Defence Committee meeting will come to the same conclusion, I think.

The North Kent Nomads Model Club hosted the Area's fun fly competition back in May. I took along my flying wing, which was ok, but my model and flying skills not quite up to the task. Rolling with a cup of water on the model instead of looping emptied the water very quickly. A very enjoyable day and a big thanks to Pete Bennett and the members of Nomads for making us all so welcome, and James Gordon and the members of Caterham club for organising and running the event. Full report and pictures later in newsletter.

Also in May the Area ran an all Electric Fly-in hosted by Epsom Radio Flying Club. It was very poorly attended by people outside of the club. The fact that we asked people to register may have contributed to the low numbers. The reason why we ask for people to register is that we can

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check they have current BMFA membership to save asking on the day and to get an idea of the number of people to cater for, for the BBQ. The weather was kind to us and those who did attend had a good day's flying. Thanks to Epsom Radio Flying Club for hosting it and I look forward to next year's event; hopefully with more attendees.

Progress building the VMC Pilot models at the school is slow but almost complete now (see picture). The mixture of the abilities of the students has made it difficult keeping the builds all in step. I must say I'm very impressed with the quality of the VMC Pilot Kits; I think they will fly well.

The BMFA has changed the way it funds the Areas. As of next year the Area will have to submit a budget with its expected expenses for the following year. Up to now the Area has funded the licences for

Ashdown Forest and Long man, with assistance from clubs that use the sites. This will no longer be possible under the new system. This means that the cost of the licences will have to be borne by those who use the sites. This was discussed at length at the last Area committee meeting and what was agreed is that: Ashdown forest licence will be funded primarily by the competitors that take part in the competitions on the forest. If you fly on the forest and don't compete then you will need to buy a permit at a cost of £10 per annum. This may change once we get a better idea at to the actual number of people use the forest this will be available via the BMFA GoMembership system. Long Man licence: East Sussex Soaring Association and Slope Soaring Sussex already contribute to the cost and will continue to do so. If you are a member of either of these clubs then no further payment is required if you are not a member then you can either join one of the clubs or purchase a permit at a cost of £10 per annum to fly at Long Man. As with the Ashdown Forest permit this amount is subject to change and will be available via the BMFA GoMembership system. More information on this will be issued later in the year.

On final note I'd like to congratulate Philip Langham from the Caterham model flying club for receiving one of the 2019 Royal Aero Club Trust Bursaries awards for model aircraft for him to compete in BMFA Funfly Competitions. A full report on all the recipients will be in an upcoming BMFA newsletter.

Stuart Willis

Why not find out more about joining the Brighton Radio Flying Club, located in Sussex?



We are a friendly Radio Control model flying club based at Saddlescombe on the outskirts of Brighton & Hove in the beautiful South Downs National Park. Our members fly a mixture of glow, petrol and electric powered aircraft, and a small number of helicopters.

The origins of the club go back to the early sixties when model flying took place on ground near the Brighton suburb of Coldean. However, in the late eighties, noise issues prevented flying from that site

and after some negotiation with a local farmer, our current site at Saddlescombe was leased from the council.

Today, the flying field is a well maintained area of land with secure parking, a mowed 95 x 30 metre grass runway and a shelter with tables, chairs and battery charging facilities. The flying field is protected from rabbit damage by a specially constructed fence around the entire perimeter.

There is no public access to the site and it isn't crossed by footpaths or bridal paths. Sheep and

cattle grazing in the nearby fields, along with occasional bird of prey riding thermals above the Downs, make for a very attractive model flying location.



The flying field continues to be leased from Brighton and Hove City Council and the club contract grass cutting across the whole site from the council's parks department. We also have our own facilities to ensure that the runway itself is regularly mown and kept in good condition.



The club currently has over 50 members of all ages and abilities, many of whom fly mid-week as well as at weekends. Flying takes place all day during daylight hours, seven days a week and a number of very experienced, helpful instructors are available if needed. Many forms of R/C models of all sizes are flown including ARTFs, kit and plan built planes, scale

warbirds and electric soarers. We also have a bungee for use by members wishing to fly thermal gliders.

As well as flying from the Saddlescombe site, several members take advantage of the many local slope soaring sites across the South Downs and occasional indoor flying sessions that are arranged during the winter months.

BMFA membership is a requirement of the club and we operate a permit-to-fly scheme that is very similar to the BMFA 'A' certificate. Our instructors would be happy to help you gain your permit, regardless of whether you are a complete beginner or an experienced flyer. We also arrange BMFA 'A' certificate testing for members if requested. All powered models are required to pass the BMFA's recommended noise test and we can arrange for new models to be tested at short notice.



Informal club meetings are held monthly at the flying field from May to September, followed by a BBQ and evening flying. Meetings during the remainder of the year, including the club's AGM and Christmas party, are held indoors at a venue in Brighton. Guest speakers from the model trade and full size aviation world are often in-

vited to these indoor meetings, and some club members also give short talks on various aspects of R/C modelling

including the latest projects they are building.

Each year, the club holds a very popular Family Fun Day during the summer. As well as a BBQ and refreshments, those attending this event have seen some interesting and exciting flying including fixed-wing and helicopter aerobatics, gliders and a toffee bomber for the younger guests.

There are plenty of opportunities to help out with maintenance of the flying field for those members who wish to, and informal working-parties occasionally meet to clear weeds, repair fencing and keep the site in good condition. These sessions often have refreshments provided!

We would be happy to welcome new members to the club regardless of model flying experience. For more information, please visit our website at <http://brfc.bmfa.org/>. If you would like to join the club, arrange a visit to the flying field or have any further questions, please contact the secretary via the Contact Us page on the website or by email to secretary1@brfc.bmfa.org.

Gitta Horan

Spitfire simulator Flight - Stuart Willis



I was given a voucher at Christmas for a session in a Spitfire Simulator. Having flown Flight Sim's on my PC, I was not sure how good it was going to be. Boy was I wrong! Chris my instructor is a retired airline pilot. In a room that was decked out as a 1940's crew room with Glen Miller music playing, there was a brief introduction and questions to ascertain what flying I had done, if any.

Time to climb into the full size Mk IX Spitfire cockpit; stand on the seat, then one foot down onto the marked plate, then the other on the other marked plate, bum on seat and you're in. In front of you is the iconic Spitfire joystick, landing gear controls on the right, and throttle control and flaps on the left. Air speed indicator, Altitude indicator, RPM gauge, etc and the rudder bar. A perspex canopy that looks out on to 3 large LCD flat screens.

On screens was a Mk19 Spitfire with twin contra rotating props viewed from the back of the plane, sitting on a runway. Sadly on an American Training Airfield. The twin contra rotating props are used so you don't have to compensate for torque during take-off. Time to get a feel of the controls. Moving the stick was mirrored by the control surfaces moving on the screen. All set and the engine starts, the seat starts to vibrate (I guess as the real thing does) and the sound of the engine fills room we are in; "WOW!" Chris turns down the sound so we can talk. He guides you all the way through the session and tailors the session to what he thinks your ability is.

"Full throttle" I get told, so I lean forward and ease the throttle all the way forward. The rpm starts to climb and the screens change from the image of the plane to just the props spinning and the view outside as I accelerate down the runway. "*Keep the stick in the neutral position*" I get told to stop me from yanking it back too early and my first take-off ending very abruptly. I finally get the order to **"Rotate"** so I ease back on the stick and off I take. **"Gear Up"** this is a big movement of the gear lever and requires swapping the left hand onto the stick and right hand to move the gear lever, then swap back. The seat vibrates and there is a clunk as the undercarriage comes up. (This is not like flying a PC Sim I think to myself) "*Climb to 2000 feet and level out*" I'm told.

At this point Chris pauses the simulation to discuss the take off and the rest of the session. Next on the flight was to head to an airfield for a low pass down the runway as if I was part of an air show. Runway located, stick forward and try and line up on the runway. How many times have I told people on buddy boxes to use small gentle movements, the same words were said to me by Chris. The aircraft takes time to react to the controls so you have to anticipate moves. The run down the runway was at a good height but not quite over the runway. "*A sharp pull up at the end, then stick left to the stop, then level the wings*" I was instructed, and there's your first aileron roll. No pause of the Sim this time "*Head towards that island*". Chris points to it using the cursor on the screen. "*Bank right over it and head for the left hand side of the bridge as we are going to fly under it.*" Chris placed his hand over the stick just to guide me as I went under the bridge. I think I was a bit high. I need to look at the altitude gauge more.

"How's about a touch and go now; this will make you work" Chris informed me. He was not wrong, but its only a simulator I can hear you say. This runway is on a slope surrounded by trees so the approach has to be spot on. Now, getting used to the way the aircraft handles, the approach was not bad even if I do say so myself, height ok. **"Undercarriage Down"** the seat vibrates, clunk **"Flaps down"** a whirring noise and vibration as they go down, **"Ease forward on the stick but don't dive."**

Level out and let her gently sink down". Bonk, and as I bounce down, but only once though. "Full Power" I reach forward for the throttle lever and plant it in the fire wall. "Flaps" where's the switch, and I fumble for the switch, flaps come up, "Don't move the stick," I get told all in a short space of time and in a commanding tone. "Rotate, squeeze the stick back but not too far, Gear Up" Swap hands find Gear Lever "Gear Up" I replied "Hard Left" "NOW" "Avoid the trees" "Half Throttle" "climb to 1500 feet."

Phew, its only a Simulator but you have to work at it. Home now. Chris pointed out the home runway in the distance. "*The runway is at 50 feet so you have to glance at the altimeter as you approach the runway*". Chris said he would talk me in or I could do it on my own. On my own (well almost) Mr Cocky! "Gear Down" "Flaps Down" I informed Chris. Line up good rate of descent, well I thought so. Look for the touch down point, a black smudge on the runway. Don't fixate on it as I was told at the start. Ease the power off, watch the rate of decent. Over the threshold power to idle at this point. Mr Cocky needed help as he was over controlling and would have stuffed it with out Chris's input. The view out of the cockpit changed to an image of the aircraft more akin to what we would see as model flyers. A bit of left and right on the rudder bar to keep it somewhere near the center of the runway. I came to a stop on the runway, applied the brake ,"**Flaps Up, brake off taxi off onto the grass, pull the red lever by your left leg**", the engine sputters to a halt.

Certainly not a PC Sim, not quite Roger Marples flight in a real Spitfire, but a fraction of the cost and a brilliant experience. Thanks to Paul for the voucher and Karen for taking the videos.

The Video of my landing can be seen at <https://youtu.be/F69B6m-u7U4>

Stuart Willis

BMFA S E Area Fun Fly - (Hosted by North Kent Nomads)

Peter Bennett

On the 26th May we held the first SE BMFA Fun Fly competition, there was a good turnout of competitors eighteen in all with four from the Nomads, a variety of models were used and even a flying wing took part, pity the weather did not play ball with us as it was rather blustery to say the least. I'm pleased to say that we had a number of members present to help set up and watch the proceedings with much banter thrown in mainly to us locals.



After a safety briefing and what was expected from the competition we proceeded with the first round 'ROOPS' as many rolls and loops in two 2 minutes with a penalty of one manoeuvre removed for each second either side of the time allot-

ted, the time was called out to you whilst flying so it was amusing to see the mad rush to land as the time slipped away. My theory was to take my time and pay more attention to the landing penalty ignoring the temptation to get 'another one in' I think it paid off as I landed spot on with no penalty.

It was interesting and amusing to see the different methods competitors favoured but with the strong winds accuracy was paramount. Second round was 'water carrying'. A small polystyrene cup was supplied which was banded onto the aircraft somewhere convenient, into which was poured a measured amount of water, the object was to take off and complete a circuit without spilling any, easier said than done

trying to keep the model calm in the blustery conditions, on landing the amount left would be measured and points given to each millilitre left, these would be doubled if you completed a loop as well. Gently does it was the order of the day trying to keep wings level and steady in the turns with a quick loop thrown in to keep it in place with G force 'like the old trick of swinging a bucket of water round your head without spilling it'. If you look at some of the accompanying pictures you can see the water 'boiling' out of the cup in flight. Again many different tactics were tried and added to the amusement of those watching, I think the flying wing lost most of



its water on the hefty hand launch showering the launcher with its contents with hoots of laughter from all.

We then had a break and headed to the BBQ where we sampled Mike's legendary homemade burgers, with all the accompanying relishes, cheese and salad, he also had some very nice sausages if you didn't fancy a burger, all washed down with tea or soft drinks at a very nominal price. Thanks Mike.



Third round was the 'Limbo' poles were set up about twenty feet apart (I'm guessing this by the way) and a tape strung between them about six feet high, the tape being old VCR tape that would normally break if hit. The object is to fly under the tape as many times as possible in two minutes. I watched several competitors employing different manoeuvres, one being looping around the tape, I opted for what I thought I could achieve and flew fairly tight circuits, first one was ok then on the second pass the wind gusted and lifted my model up under the tape

which proceeded to wrap itself around the tail fin effectively holding it back, I thought any minute now the tape would break but no it held on with my model straining at the leash, and me fighting the controls to keep it level (it all seemed to be happening in slow motion to me) I then decided it would not let go so closed the throttle and it came down harrier style, with a mighty thump there was some damage but quite easy to repair, oh well better luck next time I thought as everyone else seemed to be doing much better than me.

It was planned to do balloon popping and touch and goes but the competition director



Looping round the limbo - what is that strange structure in the background?

decided that the windy conditions were getting to much and called a close to the event . Every one that was there said they thoroughly enjoyed the day and hoped we could do it all again soon, hopefully with better weather.

Cleaning model down and loading my car chatting to other members etc I was oblivious to the gathering at the hut where they were calling out the order of placement and then I heard my name so I walked up and they all said you've won the class 2 event, I thought they was pulling my leg but no, I was presented with a fine trophy by Gavin from Evolution Models and was completely gobsmacked as it's the first time I had won a competition, to say I was chuffed would be an understatement. John Ruck came first in the class 1 event .

A great day was had by all and I would like to thank the SE BMFA for organising and supporting the event, along with member who turned up to take part or help. An email from James of the SE BMFA has been received after the event and is shown below:

Thank you so much to all at the Nomads for your great hospitality and fantastic BBQ and considering the wind it was a great start to the British Fun Fly Association in running more local events other than the Nationals.

The trophies were presented and sponsored by Gavin Barden of Evolution Models and thanks also to you Stuart and the Area for your help in promoting the event and supplying the toilet. Thanks also to the team from the BFFA, mainly from the Caterham Club for helping to run the competitions.

We all look forward to the next one.

All the best, James Gordon

Peter Bennett



Results

Event 1 Roop

Event 2 Water Carrying

Event 3 Limbo

South East Area Event Class 1

Name	Club	Event 1	Event 2	Event 3	Total Score	Position
John Ruck		1	2	1	4	1
Gavin Barden		4	3	3	10	2
Ted Colley		5	1	4	10	2
Dan Workman		2	7	2	11	4
James Gordon		7	4	5	16	5
Peter Mumford		3	6	7	16	5
David Colley		7	5	6	18	7
Matt Rubeun		5	8	8	21	8

South East Area Event Class 2

Neil Wallis	1	1	7	9	1
Ian Garrett	3	3	3	9	1
James Warren	2	7	1	10	3
David Miller	5	5	3	13	4
Richard Ernest	5	4	7	16	5
Stuart Willis	5	9	3	17	6
Tom Beagley	9	6	2	17	6
John Moorhouse	5	10	7	22	8
Peter Royall	10	8	7	25	9

British Model Flying Association South East Area

southeast.bmfa.org



Do you own a Scale or Semi Scale Aircraft. Scratch built, ARTF, Balsa or Foam then why not come and have a days flying with other like minded modellers at one or both of the two upcoming scale days the area is running. No prop hanging, rolling circuits and other 3D flying just gentle scale like flying the odd roll and loop if appropriate.

Area Scale at Hastings Model Flying Club

Sunday 28th July 2019 @ 10:00 am – 6:00 pm



Annual scale competition for ARTF models and models of traditional construction. Pilots must have min "A" Cert. and "B" Cert. for models over 7kg. and Turbines.

Further details from Bob Hart
robindhart@btinternet.com

Scale Fly In at Epsom Radio Flying Club Charlwood Surrey

Saturday 17th August 2019 @ 10:15 am – 6:15 pm

Pilots briefing at 10:45, flying from 11:00 to 18:00.

Large models and Turbines up to 20Kg welcome. The field has a grass strip 92 metres x 12 metres and has a good flat surface. Pilots must be BMFA members and if not holding at least an "A" test will need to fly under supervision.

Turbines and models over 7Kg require the pilot to hold a "B" test. There will be ample car parking, BBQ.



Please register with Secretary@ERFC.org.uk so we know how many to cater for and can send full details of the flying site location



2019 S E Area Events

DATE	TITLE	VENUE	CONTACT
28th July	Area Scale Day	Hastings	robindhart@btinternet.com
3rd August	Cloud Tramp	Epsom Downs	secretary@southeast.bmfa.org
17th August	Scale day	Epsom Club field (Nr LGW)	Secretary@ERFC.org.uk

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S E Area Newsletter

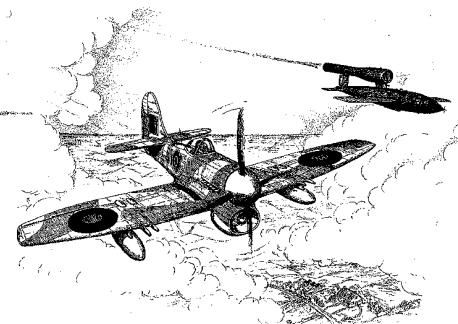
Editor
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SE Area does have a facebook page which is useful for circulating information - don't worry you don't have to sign up to Facebook and we won't ask to be your friend (or even like us!!).

S E Area website
www.sebmfa.org.uk



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



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



Whos who in S E Area.....

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BMFA S E Area OGM 8th May 2019

The OGM commenced at 20:00.

Present:

Name	Area Role	Club
Stuart Willis	Chairman	Felbridge Flyers
Robert Richardson	Vice Chairman	Hastings MFC and Horam MFC
Jim Tucker	Treasurer	Wealden and Hastings MFC
Chris Searle	Secretary	Felbridge Flyers
Bob Hart	A.S. co-ordinator	Wealden MFC and Eastbourne MFC
Richard Pidduck	Member	Caterham and District MFC
John Phillips	Member	E.S.S.A
David Lambert	Member	E.D.M.A.C
James Gordon	A.C.E	Caterham and District MFC
Peter Burgess	Member	E.S.S.A
Ian Garrett	Member	C.A.M.F.C
John Perry	Member	E.R.F.C
Martin Jones	Member	E.R.F.C
John Collins	Member	G.A.C
Paul Holmes	Member	G.A.C
John Privett	Member	E.D.M.A.C
Chris Lent	Member	Maidstone M.F.C

Apologies from:

Name	Area Role	Club
Rob Stanley	Member	Slope Soaring Sussex
Roger Marples	Member	E.D.M.A.C
Peter Glover	Member	Horsham & District RCMC

Minutes of the previous meeting:

Agreed to be a true record.

Matters arising from the previous meeting:

None.

Officers reports;

Chairman and Council Delegate;

The indoor event at K2 ran this year at loss but this was only £7 so in my books this a break even situation which is what we were planning for. I think the event was a huge success. A very big thanks to all those who helped on the day. We had more people drop in to spectate than normal. I think this was due to it being run on a Saturday. Some even buying RTF models and have a go at flying. The hall has been booked for Saturday 15th February 2020.

Back in January I attended the first full council meeting in Leicester. The a big part of the meeting was taken up with the usual first meeting administration of ratifying and formally receiving the various posts, positions, member's council and members of sub committees. The meeting then went on to ratify the international teams and their managers for the forth coming years' competitions and setting various 2019 contest fees The full details are on the BMFA website or I have them if you wish to have a look.

Relevant points from the reports given at the meeting.

Dave Phipps has had a meeting with DfT/CAA/Sparck on the planed registration/testing system. Things have move on since the Council meeting which we are all aware of.

A number of flying sites including Buckminster will be added to Aeronautical information publication and on CAA charts a symbol has been agreed.

Dave is still very busy with the on going EASA rules and regulations.

The new Membership system is working well and a lot of good feedback has been received.

Its early days yet but arrangement for 2019 NAT's are under way.

The National Center had gained planning permission for some land to be used for Camping.

£38,000 has been donated toward the hard control line circle fund at the National Center this is 8 to 12 thousand short of the required amount.

James Gordon gave a presentation to support the proposal of for a "Fun fly Group" to be accepted as a specialist body with in the BMFA. The proposal was accepted by the majority.

I attended the area meeting in March

The ASRC achievement videos.

Much time was spent discussing the proposed change to Area Funding. This will be covered later in the meeting.

May's Flight Fest was discussed and it is planned that area will be more involved with the event in 2020.

We discussed the proposed Online only copy of the Hand Book. On the whole it was agreed that this was a good idea as it meant that the version on the website would always be up-to-date. There was some concern about not having a printed copy so it was decided that people could request a printed copy from head office at no cost. How members would be informed of updates has yet to be sorted out.

I have spent quite some time dealing with clubs on the new legislation on flight restriction zones

that were issued without any warning. Most clubs are able to continue as before with a number of exceptions round Biggin Hill aerodrome. ATC there have imposed some very strict rules. Mill Hill near Shoreham airport will be covered later in the meeting.

The proposed CAA registration will be discussed later in the meeting.

Vice Chairman;

Nothing to report.

Treasurer;

There is £3700.00 in the Area account at the moment.

Secretary;

Nothing to report.

Achievement Scheme Co-Ordinator;

One enquiry had been received regarding an aerobatic “C” test which was passed to James Gordon.

Education Co-Ordinator;

Nothing to report.

Flying Discipline Secretary (Free Flight);

Nothing to report

SE Area Events in 2019:

Electric Fly In at E.R.F.C 19th May

Chris has not been contacted by anyone wishing to attend however the club has everything ready and it is hoped that those who have previously flown there will return. Stuart will also include a reminder for this event in the email noted below.

Fun Fly at North Kent Nomads 26th May

The flying site has been seen and is an open space which although may be windy there should be little turbulence due to the lack of obstructions. There has been no interest from other clubs in the Area and a number of those present stated they had not received the invitation email that Stuart had sent. This could be due to those emails going into people’s spam or junk boxes or a problem with them being sent from the Area web site. Chris and Stuart will investigate and also Stuart will resend the information.

Area Scale Day at Hastings Club 28th July

Cloud Tramp on Epsom Downs 3rd August

Scale Day at E.R.F.C 22nd September

There is also a BMFA F5J competition being hosted by the Horsham and District RCMC, details are in the BMFA Events listings.

Various members present stated that attendance levels at Club events has reduced, this situation being similar for Area events. However, it was agreed to continue to run Area flying meetings for the foreseeable future.

Area Funding proposal:

Stuart outlined the proposal to be put forward at the Areas Council meeting that will change the way in which Areas are funded. Basically, instead of each Area receiving a fixed amount plus an additional amount per club each Area will be allocated a fixed amount (as yet to be determined) to cover its operating costs. Each Area will submit a budget in September which will be reviewed by the full council as part of the annual budget review and if any are excessive will be returned to the area in question.

The meeting voted unanimously in favour of supporting the Proposal.

Ashdown Forest and the Long Man:

The above changes mean that it will not be possible for the Area to make a regular contribution directly from Area funds as before and alternative ways of paying for their use are outlined below.

Long Man:

The site will be funded in part by members of ESSA and SSS but also by the purchase of a licence for those people who fly there but do not belong to one of those organisations. An initial licence fee of £10.00 will be considered and the GoMembership platform can be used to make the payments. This new system will need to be well publicised before it comes into use. Monitoring the site for non-liscence holders will be undertaken by ESSA and SSS members. To maintain continuity the Area will continue to manage the payment of the site rent. The Area will continue to support the site in 2020 and the licencing scheme will come into operation in January 2020 so that money is available for the 2021 rent payment.

Ashdown Forest:

The competition flyers will agree on a suitable contribution to cover the cost of each of the 8 competition dates however a similar licence scheme will be put into effect in January 2020 which should reduce the contributions by competitors. The Forest Rangers will be made aware of the new system and asked to enforce the use of the licence. However, if there are too few applications for licenses and too few competitors it may be found that use of the site may have to be discontinued.

Area Bank Account:

Due to the unsatisfactory service provided by Santander, especially with regard to obtaining a third signatory, Jim has approached Barclays who are willing to hold the Area bank account. Jim will provide the necessary documents to Stuart and Chris to become second and third signatories once the account is transferred.

Mill Hill:

Stuart explained that Mill Hill is within the Flight Restricted Zone (FRZ) of Brighton City Airport (also commonly known as Shoreham Airport). The BMFA have been unable to secure a MoU for this flying site so until such time as that is obtained model flyers will need to contact the ATC at Brighton City Airport to obtain permission. It will be breaking the law not to do so and liable to police action.

CAA registration:

Stuart thanked all those who had responded to the BMFA request to contact the CAA, DfT and

MPs to raise objections to the Drone registration proposals.

A.O.B:

None.

D.O.N.M;

4th September 2019

The meeting closed at 10:00pm.