



Aberdeen & District Soarers

Dear Members,

Due to the volume of papers attached to this months Newsletter, I thought a cover note explaining the situation might be a good idea.

The newsletter itself, as you can see from George's comments is to be his last after 13 issues. The quality of George's newsletters are such that they will be difficult to replace.

George has enclosed a copy of the Minutes of the last AGM so that the proposal that the minutes be accepted can be made at the AGM. I have also enclosed a copy of the Minutes from the EGM which I hope will also be accepted.

The copy of the proposed constitution is enclosed (based on the BARCS constitution). It is intended that this document be discussed at the AGM with a view to acceptance. I would therefore be grateful if you would familiarise yourself with this document before the AGM as we will have a lot to get through at the AGM. If the proposed Constitution is accepted, the new Committee will then consist of The Chairman, Secretary/Treasurer, Events organiser and Safety officer.

As can be seen from the minutes of the 1999 AGM, it was agreed that I would pursue the possibility of ADS aligning itself with an organisation other than the SAA. I have spend some time on researching this and I have produced a report which explores this possibility. A copy of this report is also attached. Here again, I would be grateful if you would read this document in the hope that a decision be reached on the night of the AGM as to which association the members of ADS wish to align themselves.

I have been unable to attach the Statement of Account at this time as there are still items of expenditure and income to be accounted for. This document will be made available on an individual basis on the night of the AGM.

The agenda for the AGM as it stands at the moment is also attached. If any member wishes any other items to be included, please send them to me so that I can modify the Agenda.

Please feel free to contact me regarding any points raised in this letter.

Yours faithfully,

Neil Davidson

Neil Davidson
Secretary / Treasurer



**Aberdeen &
District Soarers**

AGENDA FOR THE 2000 AGM

- 1 Minutes of previous AGM & EGM**
- 2 Chairman's Report**
- 3 Secretary & Treasurer's Report**
- 4 Competition Report**
- 5 Proposed ADS Constitution**
- 6 Committee resigns**
- 7 Nomination and election of new Committee**
- 8 Discussion and vote on BMFA/SAA/BARCS document.**
- 9 Safety Code**
- 10 ADS Subscriptions**
- 11 Winter program**
- 12 Model Railway Millennium 2000 Event**
- 13 "Adopt a trainee" scheme**
- 14 Any other items**



Aberdeen & District Soarers

MINUTES OF EGM 11 JULY 2000

Although an EGM should only have one topic, the opportunity to discuss other matters apart from the abysmal attendance at club nights, was taken.

The members who attended the meeting were as follows; (I have also included their phone numbers for use with the "phone ring around" discussed in this document)

George Whelan 01224 208617
Derek Robertson 01224 821368 Neil Davidson 07901 584459
George Thomson 01224 315867 Neil Masson 01224 248778
Brian Ord 01224 698449 Bill Stark 01224 640560
Graham Irvine 01358 743561 Keith Donaldson 01358 743322
Neil Davidson 07901 584459 Mike Pirie 01224 323640
Jim Ruxton 01224 316082 Alan Stewart 01224 722663
Tom Bartlett 01224 898945 John Barnes 01651 872368
David Stork 01467 642729

Neil Davidson's phone number is that of his mobile as he is always out on a Saturday.

1. The arrangement with Cove rangers was explained to the membership. This arrangement will subsequently be useful for flying on a Saturday, i.e. we can have the field from 12:30.
2. The information available about the change of venue for the Scottish Nats was passed onto the membership.
3. The background of the Kites & Balloon event was explained to the membership and volunteers asked for. The following members volunteered;
Derek Robertson, Jim Ruxton, Alan Stewart and Keith Donaldson. Further information on the organisation of the event is held by the Secretary.
4. Neil Davidson's contact with the organiser of the Aberdeen Model Railway Exhibition Millennium Event had confirmed that ADS has a stall / space at this event. Once again the situation was explained to the membership and although volunteers were not needed at this time, some members did volunteer. For more information, on the organisation of this event and our participation, see the club Secretary.
5. No comments were made about the possibility of a club banner This is to be examined further by the Secretary.
6. The main topic for discussion was the lack of members attending the club night on a Tuesday.

The discussion was opened by the Chairman George Whelan who reminded members that they had voted for a Tuesday slope night at the last AGM but that the attendance's were very poor. George then detailed the numbers of members that had turned up for the Tuesday nights and for organised club events. Derek Robertson also explained the lack of members who turned up on Saturdays.

After some discussions which was based on members individual preference for either flat field or slope

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Neil Davidson 01224 712458; e-mail - Neil.M.Davidson@btinternet
Derek Robertson 01224 821368; e-mail - drobertson@btinternet.com



Aberdeen & District Soarers

flying, Brian Ord proposed that the Tuesday club night be returned to flat field flying. Although his comments were supported, his proposal was not seconded at that time.

Alan Stewart raised the point that he felt that members should be allowed to fly any model including power. The problems with safety and frequency control were briefly discussed and a formal proposal was not tabled.

Further discussions of slope and flat field flying followed.

George Whelan then asked for a seconder for Brian Ord's original proposal that Tuesday evenings revert to flat field flying at Caulder Park. This was seconded by Jim Ruxton.

Having decided on a format for the Tuesday night, discussions continued on a possible format for flying on a Saturday.

It was subsequently decided that if the wind was less than 10 knots, then the flying would be at Caulder Park. If it was in 10 knots or greater, the flying would be at the slope. The problem of to inform the members of what slope to fly on was then discussed as was how to pass on the information. Neil Masson suggested a mobile phone which would repeat the information of which site to go to whenever a member phoned in. Keith Donaldson suggested a "phone ring around" where one member establishes what the weather wind speed and direction is and call the next person in the ring. This person would phone the next and so on. If a member phoned and there was no reply, then he would phone the next on the list and so on until he passed on the message. George Whelan volunteered to be the first on the list. The first person on the list would be rotated periodically. It was agreed that the "phone ring" would be tried.

It was also agreed that only the members that had showed enough commitment to attend the EGM would be included in the initial list. Other members who wanted to be included would have to ask to be put on the list. The only exception to this was that Derek Robertson felt that Peter Stork (New Jnr) should also be included as he had turned up on several occasions when no one other than Peter and Derek had been there.

George Whelan has put the ring around lists at the top of the minutes, and he has made it into 2 lists to speed up the process.

A general discussion followed in which Jim Ruxton suggested that the club should try and get some exposure in the local press in the hope that this would encourage new members. He also suggested that the Committee should consider putting an advertisement in the local papers and the Farmers Journal (?) asking for the use of a suitable field. Jim Ruxton explained that he might be able to approach a P&J member of staff with a view to getting a possible short article in the P&J about the club. Neil Davidson is to pursue the possibility of an advert on the P&J / Farmers Journal.

George Whelan finally asked if the members still wanted the scheduled Club Events for the rest of the year to go ahead or whether, in view of the poor attendance, they should be scraped. The membership wanted to keep the events. George expressed his wish that they be better attended than in the past.

The general feeling was that this meeting had proved useful in resolving the problem and that it was a good was for the membership to keep in touch and iron out any problems.
The meeting closed at 21.30

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A COMPARISON BETWEEN BRITISH MODEL FLYERS ASSOCIATION (BMFA), SCOTTISH AEROMODELLERS ASSOCIATION (SAA) AND BRITISH ASSOCIATION OF RADIO CONTROLLED SOARERS (BARCS).

BACKGROUND

The FAI is the sole international body in control of air sports and aeronautical and astronautical records in the interests of good sportsmanship and fair competition. The statutes of FAI specify the Sporting Code as the regulatory system by which the FAI administers and controls all air sport activities, including records, sporting badges and proficiency certificates within these activities.

The FAI unites National Air Sport Control (NAC) organisations, who administer sporting aspects of air activities in their own countries. The NACs which are members of FAI, when assembled in the annual General Conference are the highest FAI policy-making body.

In the UK, the NAC is the Royal Aero Club but under the FAI statutes, the NAC may delegate to another organisation in that country, part of its sporting powers. The Royal Aero Club has delegated its responsibilities and powers with regards to model flying to the British Model Flyers Association (BMFA). The BMFA is a full member of the Royal Aero Club.

BMFA

The British Model Flying Association which, as the SMAE, was established seventy six years ago as the national body for model flying. The BMFA claim that over these seventy six years, they have built up a funds of knowledge, experience and accumulated benefits for its members which are hard to beat.

They also claim to be the organisation best able to combat the increasing pressure that model flying in the UK is under from legislative and environmental bodies. and the BMFA, the world's oldest model flying body, is involved in ever increasing fields of activity on your behalf. A great deal of the BMFA's time is taken up with liaising with government bodies, local authorities and other organisations, in order to safeguard our interests.

The BMFA General Secretary, Membership Secretary and other staff work full time from our permanent office in Leicester and they are there to further the running of the Association.

One of the services that they offer is a to help a club in negotiations with local government authorities The BMFA has many years of experience and expertise to offer in this area. Experience has show that the BMFA has, by early involvement, been instrumental in obtaining and retaining the use of flying fields while independent action has, in some cases, led to the complete withdrawal of flying facilities for everyone.

The BMFA appears to be extremely well organised and produces a wealth of booklets etc that cover all aspects of model flying. These include an excellent handbook, flight training manual, achievement schemes and safety schemes. Booklets are also available covering the full FAI and BMFA rules. The publications, however, are available to non members often free but some attract a small charge.

The BMFA is however, primarily a organisation that caters primarily for power flyers. This is clear in their newsletters which hardly ever mention soaring, gliders etc. The BMFA is the largest of the three organisations (BMFA, SAA & BARCS) covering our particular type of model flying with 27,000 members in over 600 affiliated clubs.

A COMPARISION BETWEEN BMFA, SAA and BARCS

All the competitions etc organised by the BMFA are held in England with none North of the border. In these days of ever increasing awareness of safety, the drive is towards modellers obtaining certificates in achievement schemes (Bronze, Silver etc). As the BMFA has no presence in Scotland, this would present a problem as an examiner would have to travel from England or the members wishing to be tested would have to travel to England. The BMFA will accept current SAA achievement awards but as very few club members have SAA awards, this will not solve the problem in the future. I am certain that the SAA would not accommodate us in this respect.

I am not aware of any Scottish clubs which are members of the BMFA although they will accept any application from the Aberdeen & Distract Soarers.

It should be noted however that there are currently talks taking place between BMFA and The British Association of Radio Controlled Soarers (BARCS) with the intention being that BARCS will take over the organisation of all F3J in the UK. At present, some F3J is organised by BMFA and some by BARCS.

SAA

The SAA was formed over 50 years ago to provide a central body dedicated to the maintenance and support of what has now become an internationally recognised sport. The SAA caters for all flying disciplines and has over 50 area model clubs throughout Scotland.

The Scottish Aeromodellers Association (SAA) is an Affiliated Body of the BMFA. This basically means they recognise the BMFA as the National Governing Body for model aircraft flying but retain the right to operate independently in Scotland. Although the BMFA and the SAA work in close harmony the SAA does not answer to the BMFA nor have the BMFA have any jurisdiction over the SAA's day to day operations.

The SAA also appears to be well organised with regards to training and safety and this is reflected in the Flight Training Manual and the Safety Code & Achievement Scheme produced by the association.

The SAA has approx. 2000 members.

The SAA and BMFA share several aspects. They have the same basic Safety Code, Achievement Schemes, Insurance company etc.

Here again, the main interest of the SAA is power flying. Here again, this is clearly shown on the various publications produced by the SAA.

ADS has been affiliated with the SAA since in inception but during my term as Secretary, I have had cause to come into contact with various officers of the SAA and the level of service that I have had from them has been, almost without exception, disgraceful. General dissatisfaction has also been expressed by ADS members with the SAA including the insurance cover which precipitated this discussion document.

The SAA has improved with regards to organising training days but here again, the thrust, as with the BMFA, is towards power flying. Examination of the publications produced by the SAA show this. In the case of Airtime, only Brian Sharp's column Silent Circles relates to soaring.

As can be seen from the comments on both the BMFA and the SAA, in order to pass through the various levels of the Achievement Schemes, members must be approved by approved examiners. We do have Richard as an approved examiner but, Richard's own commitments do not make him the ideal candidate. The process of obtaining another examiner through the SAA procedures would appear daunting to say the least.

BARCS

A COMPARISON BETWEEN BMFA, SAA and BARCS

The British Association of Radio Controlled Soarers. This organisation was formed in 1972 and represents specifically the interests of everybody involved in radio controlled soarers – both flat field and slope.

BARCS is a Recognised Associate Body of the BMFA. Relationship with the BMFA is much the same as the SAA except BARCS pay a fixed sum to be a Recognised Associate Body but do not have voting rights. BARCS fly competitions to their own rules.

BARCS produce a detailed handbook with detachable pages which can be updated easily. Soarer is the bi-monthly publication produced by BARCS. This is the means of keeping the membership informed as there are very little other publications produced by BARCS although various up to date information is available from their web site. It could be argued that they produce all that is necessary.

It should be noted that BARCS is currently undergoing change and current discussions are ongoing between the BMFA and BARCS as to the possibility of BARCS holding all F3J competitions in the UK. There are also changes to the 100" class where there is no longer a limit on the number of servos and a new Rudder Elevator and Spoiler class. (RES).

BARCS's current area of interest is Open, 100", Classic, Vintage, Tail-Less/Canard and Electroslot. They are not involved in any powered class of model flying – fixed wing or helicopters.

One possible drawback of membership of BARCS is the conditions attached to the Leagues where there must be a minimum of 12 competitors before the event is an authorised event. Even so, this would not have a significant effect on the membership due to the aforementioned lack of interest in competitions etc.

BARCS membership is approximately 500.

ALTERNATIVE TO BMFA, SAA & BARCS

There is no requirement to belong to an organisation such as the BMFA, SAA or BARCS. ADS could arrange suitable insurance through an independent source. The danger with this approach is that we would not be able to progress through a recognised achievement scheme and subsequently, there would be the danger that we would not get insurance cover. A recent letter that I received from the Achievements Officer of BARCS indicated that proper insurance and achievement programs would be a necessity in future – if only to assure any local council etc that we are competent and safe.

ACHIEVEMENT SCHEMES IN DETAIL

The achievements schemes for the BMFA, SAA and BARCS involve a similar level of skill in all cases from Bronze to Gold and beyond.

BARCS is currently in the midst of re-organising its awards. This involves amending the awards where the flying was previously cross country. This has been done in the interests of safety. Other changes are expected in the various categories e.g. 100" Open etc.

Both the SAA and the BARCS profess ignorance of the others achievement schemes and subsequently it would appear that achievements for one organisation would not be recognised by the other but it is understood that the BMFA and SAA achievement schemes would be recognised by the other as they are both basically the same.

The other significant difference is that any attempt at the BMFA / SAA achievement schemes must be undertaken by an approved examiner. The BARCS scheme is that, apart from the Gold, only a fellow member is needed to authenticate the supervised

A COMPARISON BETWEEN BMFA, SAA and BARCS

MEMBERSHIP COSTS AND INSURANCE

Membership of the SAA includes insurance and was £20.00 for 1999. The insurance from the SAA includes cover for the club and the committee members as well as the individual members of the club. The excess for this policy is £20 and the level of cover £5m including legal costs.

I have had difficulty getting a copy of the Insurance documents from the SAA despite several promises. On receiving a copy of the 1999 policy, I am not satisfied that all of the document has been included and I am unable to decipher the document. I am currently awaiting a copy of the 2000 policy which was promised late 1999.

Membership of BARCS is £20.00 for 2000 and the insurance is an extra if you do not have insurance. This was £7.30 for 1999-2000. The package offered by the BARCS does not, however, offer cover for the club / committee. Obviously, this means that if Aberdeen & District Modellers were to join BARCS, then alternative insurance would have to be considered.

The alternative insurance that I have examined is from the following

1. Nexus Special Interests Insurance; and
2. Insurance arranged with The Independent Insurance Company Limited by Peter Hill Insurance Group which is the same company that offers the standard BARCS insurance.

(It should be noted that £5M is the minimum level of cover which is acceptable and subsequently, only this level of insurance has been examined.)

A comparison between these two insurance policies is as follows;

| Policy | Nexus | Independent |
|---------------|--------------------------|--------------------------|
| Cost | £17.50 (before discount) | £7.30 (Same as BARCS) |
| Cover | £5M | £5M |
| Excess | £10 | £50 |
| MoD? | Yes | Yes - "Government Depts" |
| Type of Model | All (For club purposes) | All (For club purposes) |

(All insurance policies include power but in some cases exclude "large" models and all pulse jets)

Copies of the policies are available for examination upon request to the Secretary.

COMPETITIONS

The SAA's competitions could be governed by the FAI/BMFA or the SAA's own rules. Non-members can fly in SAA events but their scores do not count in the SAA league.

The BARCS competitions are run to their own rules but it may be worth quoting Brian Sharp's comments in August 1998's edition of Soarer "Any event which does not or cannot comply with the rules is automatically cancelled or discounted. We have to have a minimum of twelve contestants or it was not considered an event, there had to be three rounds or it was not considered a valid event. there had to be

A COMPARISON BETWEEN BMFA, SAA and BARCS

three flyers in each slot etc. The competition has to be advertised in the magazines and the mag "Soarer" before it could be considered as a valid event" etc.

CONCLUSION

I am of the opinion that the organisation that could best represent the interests of the members of ADS is BARCS. I have come to this conclusion primarily due to the fact that it is the only association that specialises in the type of flying that we do in the ADS. If the members of ADS are able to except the conditions of the BARCS league and competitions, ie a minimum of 12 participants before it is recognised as an official event, then BARCS is an alternative to the SAA. In my opinion, this condition would make no difference to the day to day running of ADS. It should also be noted that some major changes are imminent in BARCS which will enhance the suitability of BARCS as the association to which the ADS should associate itself.

It should be noted that the contents of this document represents a personal opinion and does not represent the views of the Committee.

Neil Davidson

*Secretary / Treasurer
Aberdeen & District Soarers.*