



## **White Sheet Radio Flying Club** **2022 AGM**

**19th November 2:30pm**  
**The Dolphin, Gillingham, Dorset**

David Bradfield	(DB)	Chairman
Mike Bleathman	(MB)	Vice Chairman
Ian Duff	(ID)	Treasurer
Jonathan Smith	(JS)	Education Officer
Den Larking	(DL)	Membership Secretary
Jess Nicholls		
(JN)		Local
Liaison Officer		

**In attendance:** Andrew Beaven (AB) Club Secretary

### **Apologies/Proxies recorded**

Jim Emptage ...(JE)... Scale Secretary	Marc Panton
Dave Scott	Neville Brownlee
Geoff Fricker	Alan Davidson
David Camp	Simon Minson
Steve Truckle	Dave Whittaker
Louis Hawkins	William Fourie
Chas Sandhays	

### **Members Present in person**

Roger Matthews	Ian Mason
Richard Docketty	Robin Saunders
Mike Tetley	Peter Fell
Trevor Hewson	Peter Cushion
Richard Edmunds	Alan Brocklehurst
Jerry Stone	Russel Whittam
Geoff Crew	
Chris Williams	

## Chairmans Welcome

The Chairman Welcomes all to 2022 AGM



**DB** welcomed all, and commented, that after two years of not being in the same room, occasionally meeting at the slope, members have actually got together.

### **Members cheered**

**DB** continued by stating that it was good to hold a proper AGM and that we did it via Zoom and various other things prior

**DB** said there are a few things to go through at this 2022 AGM. Food was available, that we will do around half three. There would be an Ahi glider draw at the end. Everyone had a draw number on the back of their Agenda schedules. A free White Sheet RFC hat was available for everyone attending.

### **Quorate 140 registered members**

There were 23 members present plus 13 proxies. (**DB** 8, **MB** 2, **AB** 3)  
Total 36 members.

We, therefore, exceeded quorate requirement of **15%** (**21** members) and the AGM proceeded.

**DB** asked **AB**, to lead members through the AGM.

**AB** thanked **DB**, and advised members that we would try to do all the business first with members keeping questions to the end, if possible, in order to make proceedings quicker and allow everyone to return home at a reasonable time.

### **Minutes of 2021 AGM**

Members had at least one copy of 2021 AGM on their tables. Minutes of 2021 AGM had also been available at WSRFC website throughout the year.

<http://whitesheet.org.uk/wp-content/uploads/2021/12/Minutes-of-WSRFC-2021-AGM-PDF.pdf>

**AB** asked members if they were happy with 2021 AGM minutes and if members were willing the proposal approving 2021 AGM minutes to go ahead. **AB** Requested a member to propose 2021 minutes were true and accurate. **AB** Immediately followed and said, perhaps the secretary should do that, seeing as I wrote it.

**Members laughed...**

**Item Alpha**

**Proposal that the 2021 AGM Minutes are a true and accurate account.**

**AB Proposed 2021 Minutes true and accurate**

**DB Seconded the motion**

**AB** requested a show of hands.

**Result Carried Unanimously**

**Amendments**

**AB No Amendments**



## **Reports**

**AB** advised members a report from the chair was first on the agenda and handed the floor back to **DB**.

**DB** advised members he had a report but didn't propose to go through all of it as members would be very bored!

### **Members laughed**

**DB** advised members that copies were available at the entrance area if required.

**DB** continued by saying that the long and short is, we had good membership, only few events run throughout 2022 and that we really had suffered from poor weather, with all the easterlies hampering everything we tried to do. It was good to see people out and about in 2022. We had some very favourable press from Mr Williams in the RCME magazine.

**Chris Williams** announced to all that David hadn't paid him yet. ??????

### **Members laughed**

**DB** thanked the committee and all members for another good year.

Please see the following page for **DB**'s preprepared report.

## **Chairman's Report**

### The AGM

Finally we get to hold an AGM in person, but have allowed proxies for those that can't attend

### Membership

We continued to enjoy a strong membership base in 2022, albeit the numbers of members flying is not that representative

### Funds

The Club continues to amass funds for which we struggle to find reasons to spend. We welcome any ideas that will help the club and members may have

### Events

Thanks to the Committee for managing to hold Scale, F3F and Open Slopes events in 2022. They are a lot of fun and have led to some memorable moments despite the weather. We took the decision late in the season to have the ability to run events on any weekend day –this in a successful move to dodge the unruly weather and there are some motions for consideration in relation to this.

### Education

We continue to encourage members to take part in the achievements scheme.

### Publicity

The club continues to receive much favourable press Chris Williams.

### Charity

We have not made many sales of club merchandise this year although we propose to continue with our Donation to Air Ambulance, £130 for this year. We also propose to keep the Air Ambulance as our chosen Charity for next year.

### The Committee

My thanks go to everyone on the committee for all their hard work this year

David Bradfield  
Chairman  
18th November 2022

## **Treasurers Report**

**ID** advised members that the club still had money in the bank, despite the free year.

What income we derived we derived from 17 new members, £170.00

The major source of income was the English Open £305 and F3f £135.

We started the year with £5400 and ended the year with £5100 despite a free year.



**ID** advised members that we had absolutely no need for this level of money in the bank.

**ID** continued by saying that he say's this every year, thats why members made him treasurer, if members could remember that far back, ***to try and spend the dam stuff.***

**ID** confessed, he singularly failed once again. The only people who gain any benefit of the club leaving money in the bank, is the bank. The club does need a working sum for unforeseen's.

**ID** advised members that the club could afford another year free membership.

Prior to free membership, the subs were £10.00 a year, as seen on the agenda.

As a treasurer **ID** advised the club did not need the money. If members wish to reinstate the fee **ID**'s recommendation was to reinstate it at £10.00.

**ID** advised members that £0.87 was the current balance in the road fund account.

**MB** thanked **ID** for all his hard work.

**DB** thanked **ID**.

**ID** asked if there were any questions on the accounts.

### **Members have no questions**

**DB** announced that there were no questions from members.

**NW** declared, having himself taken on the role of treasurer in the past, he knew it involved a lot of attention to detail and a lot of faffing around. **NW** then thanked **ID**.

### **Members applauded**

**DB** announced to members, they could have an interlude as hot chips had arrived and would be getting cold if members don't get in quick. **DB** continued, we could return to the fee after. **DB** asked **AB** what he thought.

**AB** agreed.

### **A ten minute interlude followed**

## **Treasurers Report continued**

**ID** resumed the meeting and advised members of the following. In 2020 to 2021 senior membership was £10.00. In 2021 we had a free year for existing members. **ID** recommended the fee should be set at £10.00.

### **Item Bravo**

**Propose membership fees stay unchanged, and are as follows.**

**£10.00 for senior (Adult) membership**

**£0.00 for junior membership**

**£0.00 for committee members**

**ID Proposed membership fees are accepted**

**DB Seconded the motion**

**AB** requested a show of hands.

**Result Carried Unanimously**

**ID** continued, In previous years we:

A) Decided on a charity, and,

B) Made a contribution to that charity.

**ID** continued, we hadn't fixed it for ever, as to the charity. It is Wiltshire Air Ambulance. The reason for choosing this organisation in previous years, is that there is a benefit to the membership, and the members directly. We had used them once or twice on the slope, but it is open to the membership to decide which charity you want to donate to this year, and the sum.

**DB** interjected, and advised that we choose the charity for next year, because this years had already been decided as being Wiltshire Air Ambulance

We approve the charity for next year as we have already approved the charity for this year. We just need to approve the sum for the charity we chose at the last AGM.

**ID** continued, by asking if members were happy to leave it with the Wiltshire Air Ambulance for 2023.



## Charitable Donation

### Item Charlie

**Propose The Wiltshire Air Ambulance as chosen charity for 2023**

**ID Proposed Wiltshire Air Ambulance**

**Mike Tetley Seconded the motion**

**AB** requested a show of hands.

**Result Carried Unanimously**

**ID** advised that the donation we normally make was around £100.00 and was £128.00 last year. The figure is for members to choose. We've got £5145 in the bank.

**At this point the room miraculously transformed to something resembling an auction house with the first bid of £150.00. This was followed by Nigel Witchalls with a bid of £200, then a winning bid came from Jonathan Smith of £250.00**

**ID** took on an amused tone and congratulated **JS** with the winning bid of £250

**Members laughed**

**ID** stated that, he just writes the cheques.

**More laughter followed**

### Item Delta

**Propose the club donate £250.00 to The Wiltshire Air Ambulance**

**JS Proposed to donate £130.00 to ?????????? Which was it 250 or 130?  
Wiltshire Air Ambulance**

**Richard Edmunds Seconded the motion**

**DB** asked, all in favour.

**Result Carried Unanimously**



**ID** continued and repeated the point that he had previously made: The club really doesn't need the level of funds held at the bank. That we struggle every year to find something useful to buy for benefit of the members. A couple of years ago we bought some F3f equipment, but as a club we really don't need a lot of equipment. Given the cost of living crisis, members had it available, if they wished, to forgo the fees again this year to come (2023). We could pick up the £10.00 fee in 2024.

**AB** advised members, that in the event of members approving the club issued a further gratis membership fee for 2023, it would only be for existing members, those registered with the club as of 19/11/2022 who would qualify.

**ID** agreed, and continued, any new members who come onto the books from January 1st 2023, will face the standard membership fee of £10.00.

**AB** inquired if Ian wanted to make this proposal.

**ID** replied by saying, no, but he was quite open to this idea, and that it's just a point he wanted to make.

**DB** inquired if members wished it open it for discussion and if anybody had any points on a free year.

**Member** inquired how much does it cost to do some work on the road, everyone's having problems with the road. About 15 years ago the club spent a lot of money, time, and effort, raising money to fix it. Now, as there is money in the bank, had we best not spend it.

**ID** replied by advising members, costs to refurbish the road, the downhill section and the top section, would come in somewhere between £15,000.00 to £20,000.00.

**Member** declared, that the club had better claim that £10.00 membership from everyone.

### **Members laughed**

**ID** continued to explain, that the only reason the club refurbished it the last time, was because the club had a considerable charitable contribution from an anonymous donor. A member of the club, and the club made up the rest.

**AB** advised members that they should keep in mind, the road surface is the responsibility of Wiltshire Highways.

**DB** agreed followed by **ID** also agreeing.

**MB** joined the conversation and advised members that he believed the paragliding club also contributed.

**ID** enlightened members with the information that, Wessex water avoided putting their hands up. ?????? **ID** advised members that this is a perennial problem, gravity always wins. The gravel will always end up at the bottom of the hill, if it isn't by gravity, it will be

by rain, 4x4 vehicles, tractors or motorcycles. **ID** cautioned members informing them that what we tend to find, 'the better the road, the more traffic is on it.' 'The more traffic, the greater the erosion over the same period.' If we make contribution now, in four to five years we will be back here again, it is as brutal as that.

**ID** advised members that Wiltshire council, at present, are pleading poverty. **ID** acknowledged that most authorities are at the moment. There isn't much likelihood they will be spending much money on the track any time soon.

**DB** interjected, and requested that members returned to the road subject later. **DB** reminded members the point of this present discussion is, if anybody has any points on free membership for next year.

**NW** stated that members were trying to establish whether there was anything of expenditure that the club needed to spend in order to validate whether the club needed a fee or not. The club may need a £50.00 fee or £20.00 fee or a £10.00 fee or whatever. If the decision is to do the road and pay £15,000.00 then that's a different view. Not necessarily a decision. **NW** agreed with the members point on the condition of the road. **NW** stated that if the road is slightly deteriorated and reduces traffic, that would be great, but ideally it shouldn't damage members cars, and shouldn't deteriorate to that point because those with lower cars end up paying the price.

**Member** commented, the only time the council will do anything, is when vehicles do start getting damaged.

**DB** again requested members considered what they do with the road as a separate point at the end. **DB** Requested members keep on focus and asked if anybody had any points on a free year. **DB** advised members that If the club had to do the road, if members decided to do roadworks, that would be a separate fund, like the club had in the past.

**ID** advised members that it would require an extraordinary general meeting of the whole membership.

**DB** requested members keep on track.

**AB** assured members that the meeting will return to the subject of the road, at the end.

**DB** agreed with **AB** stating at the end, yes, and that **AB** will keep him on "Track" on that... Followed by an Argh... from **DB**.

**Members laughed**

**DB** asked if members had any points on free membership next year.

**Mike Tetley** joined the conversation and said, bearing in mind what members have been told about club funds, not having to pay the membership fee had been very welcomed." **Mike Tetley** continued £10.00 is not much, but thought the club may as well do what the club did last year.

**DB** inquired, if anybody else had anything to add.

**No further comments from members**

**DB** invited members to propose free membership for 2023.

**Mike Tetley** replied offering to propose free membership for 2023.

**Additional Treasurers item (1)**

<b>Mike Tetley</b>	<b>Proposed 2023 as a further membership fee, free year</b>
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<b>DL</b>	<b>Seconded the motion</b>
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**AB** requested a show of hands.

<b>Result</b>	<b>Carried</b>
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**ID** announced that the treasurer would like to thank members. He said, "It makes his life so much easier."

**Members laughed**

**DB** requested a caveat regarding the bank account. **DB** said, one of the issues we have, bearing in mind Bankers are in a world of their own. If we don't have funds going into the bank account, there is a chance they will de-list the account.

**ID** interjected, and advised members, what banks are tending to do at the moment is that they don't send a statement. You have to request a statement if you are not trading.

**DB** advised members that banks treat a seldom used account as like a 'zombie account.' **ID**, or whoever is treasurer next year, has to keep that in mind.

**AB** thanked **ID**.

**ID** replied, It was his pleasure.

## WHITESHEET RADIO FLYING CLUB

Statement of Account Year Ending December 2022 – General Account

Opening Balances	2022	2021	2020
Deposit			
Current	£5,437.37	£4,888.67	£5,586.76
Cash			
<b>Total</b>	<b>£5,437.37</b>	<b>£4,888.67</b>	<b>£5,586.76</b>

Closing Balances	2022	2021	2020
Deposit			
Current	£5,115.07	£5,437.37	£4,851.67
Cash	£ 30.00	£ 00.00	£ 15.00
	<b>£5,145.07</b>	<b>£5,437.37</b>	<b>£4,866.67</b>

Income	2022	2021	Expenditure	2022	2021
Membership Fees	£170.00	£1110.00	NT licence	£282.19	£300.00
			Committee Expenses	£135.04	£104.00
			Charity Donation	£000.00	£128.00
BMFA Subscriptions	£000.00	£000.00	Sundries (open slopes)	£ 00.00	£ 53.50
Transfer from Road Fund	£000.00	£000.00	Room Hire/Food	£000.00	£000.00
			Stickers/Posters (2021)	£ 00.00	£ 91.80
			AGM raffle prize	£156.48	£ 00.00
			Gratuities	£ 00.00	£ 27.00
English Open 2021	£305.91	£170.00	Hoodies/beanies	£000.00	£ 00.00
			Stickers (2022/23)	£000.00	£000.00
			BMFA Subscriptions	£000.00	£000.00
F3f contributions	£135.00	£145.00	F3f gear (chair)	£ 49.50	£000.00
			Wordpress Domain	£150.00	£000.00
			BMFA 'A' certs - expenses	£ 00.00	£ 00.00
Additional Contributions	£ 0.00	£ 5.00	WSRFC Web Hosting 2022	£150.00	£150.00
<b>Total Income</b>	<b>£910.91</b>	<b>£1425.00</b>	<b>Total Expenditure</b>	<b>£ 903.21</b>	<b>£ 854.30</b>

<b>Surplus/Deficit</b>	<b>- £292.30</b>
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Outstanding Commitments	
WSRFC website 2022 – hosting costs	£150.00
Posters/membership cards	£100.00

<b>Membership Analysis</b>	<b>2022</b>	<b>2021</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>
Senior members (paid)	17	111	103	100	93	91	86	77
Senior members (committee)	8	8	8	8	8	8	7	5
Junior member (free)	3	3	3	2	1	1	1	
Senior members (free)	112	1	1				2	
<b>Total</b>	<b>140</b>	<b>123</b>	<b>115</b>	<b>110</b>	<b>102</b>	<b>100</b>	<b>96</b>	<b>82</b>

### WHITESHEET RADIO FLYING CLUB

Statement of Account Year Ending December 2022 – Additional (Road Fund) Account

<b>Opening Balances</b>	<b>2022</b>	<b>2021</b>	<b>2018</b>
Deposit			
Current	£000.87	£000.87	£392.87
Cash			
Interest			
<b>Total</b>	<b>£000.87</b>	<b>£000.87</b>	<b>£392.87</b>

Transfer of £392.00 to general account in 2019 for payment to National Trust for road/track repair – access to Whitesheet Down.

<b>Closing Balances</b>	<b>2022</b>	<b>2021</b>	<b>2018</b>
Deposit			
Current	£000.87	£000.87	£392.87
Cash			
Interest			
<b>Total</b>	<b>£000.87</b>	<b>£000.87</b>	<b>£392.87</b>

This annual accounts statement – General Account and Additional (Road Fund) Account - has been prepared by Ian Duff (Treasurer WSRFC) as a report to the Annual General Meeting of the Whitesheet Radio Flying Club, scheduled to take place on 19th November 2022.

Signed: 

Date: 17th November 2022



**AB** informed members, that next on the agenda, was Item Echo, approval of continued consent, to update the clubs handbook, as and when necessary. **AB** advised members that the club had done this in the past, because, so much has been happening with a lot of items needing to be amended as and when they occurred.

**DB** advised members that it was/is mostly around the RCC, the CAA, where we have needed to make changes, unfortunately.

**AB** informed members of the fact that the Red Lion Pub, at the entrance of White Sheet Lane, is no longer. We needed to decide where our next closest amenities were, for phone, toilets, emergencies. That is an example of items needing to be updated as and when they happen.

**DB** concurred with **AB**, adding that there are a few things like that. **DB** offered to propose that we have that facility available to the committee.

**Member** inquired, if these amendments the committee are making, will then be approved at the next AGM.

**DB** concurred and said, If there are any they will be approved at the next AGM.

### **Item Echo**

**DB** Proposed to approve continued consent for the committee to amend the club Hand Book as the need arises.

**JN** Seconded the motion

**DB** requested a show of hands.

**Result** Carried Unanimously

## **Debate on Item Foxtrot**

**AB** advised members, the next item on the agenda, is for members to approve amendments made by the committee throughout 2022, if any. **AB** Informed members, at a recent committee meeting the committee had raised the need to amend the what was recorded as the closest facilities in the club hand book.

**DB** commented, Which we need to amend, we haven't actually made any amendments this year.

**AB** added, if we had done this, this would be an example of the type of amendment we should make, as they become apparent. In order that the Club Hand Book remains relevant at all times, especially with key information.

**AB** inquired if members were happy, or would like to talk about the subject more.

### **No additional comments from members**

**AB** announced that he would propose the item and requested a second.

## **Item Foxtrot**

**AB** Proposed to accept Handbook amendments (if any)

**DB** Seconded the motion

**AB** requested a show of hands.

**Result** Carried Unanimously

**Note: As in recent years the bulk of the handbook will remain unchanged. Taking into consideration the continued changes within our sport, and local environment, the committee will conduct amendments in the same manner as agreed in \*2019 AGM**

\*( handbook to be amended to reflect what the committee would see as the best practice in respect of the BMFA Portal, the BMFA, the CAA and so on to make it clear in the handbook, what members are supposed to do. )

## **Reports (continued)**

**AB** informed members that next on the agenda was to be the report from the Scale secretary, Jim Emptage. **AB** proceeded to call on the scale secretary a number of times, with no reply...

### **Members laughed**

**AB** informed members that, actually he was aware that Jim was away in Devon at the time. That Jim had informed us in advance that he could not make this years AGM.

**AB** informed members that when he caught up with Jim he would get his report and publish it with this years minutes.

**AB** noted that we did have a Scale Secretary in the room, the clubs previous Scale Secretary, Chris Williams.

**AB** requested if Chris, in Jim's absence, would like to say anything about the Scale events.

**Chris Williams** replied, 'Well, I was there.'

### **Members laughed**

**DB** informed members that the club had only done three Scale events in 2022. The reason for this had been the constant dreaded easterlies and north easterlies. One of the three Scale events was actually held on a Monday. White Sheet slopes had been perpetually beset with the wrong wind, or no wind.

**DB** informed members that he would chase Jim up, and push out Jims Scale report in the next newsletter.



## **(Subsequent AGM) - Report from Scale Secretary**



2022 was not a good year for Scale Days, with only 2 taking place, plus one Ad-Hoc day on a Monday.

Those that did take place were very well attended, both by club members and by visitors from near and far.

The level of club attendance is particularly heartening as it shows that scale interest in the club is still strong.

Some new models appeared during the year, particularly so from CW, but also from new club members.

In my own case I am going to have to make a decision about the paint on my K8. I don't get finger prints when I touch it any more, but it is still vaguely tacky.

Merry Christmas to everyone and fingers crossed for the Scale Days next year.

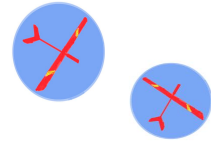
Jim Emptage  
Scale Secretary  
10th December 2022

**AB** asked **GM** if he would like to start with the competition report.

**DB** interjected, with the comment 'You were there...'

**Members laughed**

## Competition report (f3f)



**GM** We had issues again, just like the scale guys with the weather with all these easterlies, but we did have a very good English Open. We had 19 members come along. Flew both days. We managed to get something like 15 rounds. Quite a lot of rounds. The second day was cut short due to, no wind. We flew the first few rounds in the morning but the wind began to drop off, and drop off, until it was un-flyable. Too dangerous, so we called it about midday. It was very well received by all who partook. We have started the Winter Leagues now, they are running. The last one was meant to be last weekend, but we missed that again because of the weather. It was close but forecast became too wet.

**DB** inquired about the F3f taster day(s) commenting that it was John Treble's idea.

**GM** confirmed it was John's Treble's idea.

**DB** informed the room that John Treble volunteered to bring along a couple of models for people to try.

**GM** agreed, and further to this informed members that John Treble's offer was a couple of 'RaceM's,' and affirmed they are good planes. Old planes that are well known, but good for people to have a taster flight. One is setup on Mode 1, and the other, on Mode 2, offering the opportunity to try either mode.

The day was planned. All the gear was ready. Nigel put it out to the wider public, and we got little to no response. So we decided cancel the day.

**AB** informed the room that there was another attempt planned but yet again the weather thwarted plans.

**GM** concurred, and informed members that both himself and **AB** had a telephone conversation about the subject.

**DB** interjected, and said **GM's** point was how many we needed to run it.

**GM** replied, and informed members that to run an F3f competition, yes. But it wasn't a proper F3f completion, it was only a taster day. It wasn't like people would be full on flying. To run a competition you need eight, minimum. One on each base, one in the middle, obviously the flyer. Someone to launch it for them, and a couple more. We didn't get enough people so we didn't do it.

**DB** asked **GM** if they are going to punt it out again and are they going to run it providing they get adequate numbers.

**NW** joined the conversation and said that there are plenty of opportunities to try F3f. What John Treble was trying to do was replicate the taster days that F5b, which is the electric multi task gliding class have done. Also F3k, which is hand launch gliders. Both of those have fairly complex sets of rules that flyers need to get their heads round, whereas, F3f is fairly simple. People can turn up at a comp, with any old glider, pretty much. Fling it off, fly the course up and down ten times, and they will have done the course. Whereas the other comps, F3k and F5b, have more complex rules that need explaining. The taster days are good for them, but we find that people turn up to competitions, especially the

winter league, and just have a fly and decide if they enjoy it or not. Or just turn up to the occasional one.

**DB** replied, and said, John Treble, great idea but no implementation from John Treble. Then asked **GM/NW** if they wanted to make it so that, if people wanted to try F3f, they can come up on a...

**GM** interjected, with, No, and that he didn't want to do that. **GM** continued by saying, what he thought would be a good idea, was if the club have a normal Open Slopes day, they can set a course up, if anyone wants a flight they can have a go. Keeping the F3f side very much in the background.

**DB** informed members that **MB** had let him know that Will Fourie's now gone wireless...

**MB** jocularly added, On his models...

**Members laughed**

**MB** continued, Will Fourie has got a great setup.

**GM** continued, They were using it yesterday and it was fantastic.

**MB** informed members that there are just a couple of little glitches that need sorting out, but apart from that, it's looking very good and it's a great system.

**DB** offered his perception of the system, and said, Whereas before you always got to worry about laying wires out and points and all the rest of that stuff. With Will Fourie's wireless Pi setup, you basically just put the points out, they communicate with the centre, and Roberts your mothers brother, if you want to practice your F3f flying. So thats possibly a way forward to save all the hassle of rigging up an F3f course." Then **DB** asked, what does everybody think.

**Member** joined the conversation and said, If the club is going to go down that route, going to formalise use of Will Fourie's system, should we not be contributing a bit? Will Fourie was talking about a steadier tripod.

**GM** interjected, saying that they were talking about a laser range finder.

**MB** informed members he was going to buy that piece of equipment and that Will Fourie is not keen on the club contributing. **MB** said Will Fourie likes to buy it himself and use it. If the club wants to use it for a day or so, Will Fourie is quite happy to do that.

**Member** offered a lighthearted comment, and said the club could give Will Fourie free membership...

**ID** commented, that it is a good idea...

**Members laughed**

**Member** commented, Back in the naughties we did have training days, where it was going to be in Wales at the time. It was going to be good day, get enough people down there with a course. If the club has a course, it automatically does need using, then for example, say this Saturday is looking good, we can also have a training day. You'd probably get more people rocking up to that, and newbies as well.

**MB** agreed and said, There is a few little teething problems with it, but nothing that cant be ironed out. Will Fourie has done it all himself, he's done a great job of it.

**GM** replying to **DB's** earlier question, said, In answer to your question **DB**, I don't want to do John Treble's taster day. I would rather do something, whether it would be setting a proper course up, or use Williams kit on an Open Slopes day. It's just there. If someone thinks they are going to fly their Alpina, or whatever. They could have a go.

**AB** added, The club could do with taking up John Treble's offer of a couple of models for people to try.

**GM** agreed, that we could do with them for people to have a taster flight. John Treble's idea was to fly a proper F3f type.

**AB** replied, saying he thought that what John Treble was concerned with is F3f competitor numbers are not going up, if anything they are going down. That it would be good to try anything that could encourage people, and generate interest in F3f. To try to give people the opportunity to experience F3f, and that could possibly be the spark that encourages people into the sport. With most people, if you'r not sure about it, you'r not going to splash a considerable sum out on an F3f glider. The opportunity to try it on an Open Slopes day might just be what people need.

**DB** interjected, saying all numbers are going down.

**GM** commented, The only thing he would say about William Fourie's kit, is it doesn't give you a time.

**MB** replied saying, It will do soon.

**GM** continued, and said, Currently it doesn't. If we put a course up, you could fly your Alpina, get a time, then you will want to beat that. Then you can have another go, and you'r flying against yourself.

**DB** continued by saying, It was for next year and what he was trying to say is, let's not hold ourselves hostage to having to rely on John Treble or Mark Treble for running a taster day. I think thats something to take forward next year. It doesn't require a vote or anything. It's just how you feel, it's you two **NW/GM** who will be running it. You put in the hard work.

**NW** said, he thought the idea was, if club members are happy to have a course set up on an Open Slopes day, either give it a go, or not give it a go, it's up to them. That would be the plan.

**GM** agreed and said, Open Slopes days are big enough. We tend to go over the far side anyway when we fly F3f. We will set it up out the way so it won't interfere. If it does we will stop.

**MB** informed members that Williams setup is unobtrusive as well, you'd hardly know it was there.

**DB** inquired, Does that end this discussion.

**AB** asked **NW**, would you like to add anything else.

**NW** replied and informed members, They have an F3f competition planned for the first weekend of every month, from now until March. If anyone fancies a go at F3f.

Graeme Mahoney & Nigel Witchalls  
Scale Secretaries  
19th November 2022

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**DB** reminded members, Before we go on to the next item on the agenda, that this is their club, it's not the Committees club, it is their club, so any of the points that come up from here-on-in. As always, express your views. If you don't like it, don't be English and say nothing. Do express your views.

**DB** then apologised to **AB**

**AB** replied and said, No, that's okay **DB**. I know what you are doing... I like your timing... saying that, just as you step down from Chairman... in only five seconds. You know!

**Members laughed**

**AB** announced the next item on the agenda is the election of the committee for 2023. As is necessary, the committee will all stand down. All on the present committee are happy to step aside and let anyone else take on a committee position. If anyone wants to have a go at any of the positions stick your hands up. Or, even if you'd just like to help out with anything through the year, we would be grateful. I do understand why people do refrain from offering help, as **JS** knows only too well, you offer a little help and before you know it you end up being a Committee member.

**Members laughed**

**DB** added, **ID** has, by the extent of digging three tunnels to try and escape from being treasurer, all has failed.

**Members laughed**

**ID** responded and said that there was truth in that. That he was all set to move to the Malvern's, then they found a house literally about a mile away. So that didn't work.

**AB** questioned, just to escape the committee.

**ID** despondently said, Yeah...

**Members laughed**

**AB** announced that we are at the point where we all stand down and this is the opportunity for anyone else who wants to have a go. Members are then able to elect their committee for the following year. **AB** enquires if there is there anyone who would like to take on a position on the committee, and that are all available at this point in time.

**The room went silent. Tumbleweed was observed floating through the room and members were observed visually sinking in their seats. Absolute silence prevailed.**

**AB** inquired if members were happy with the committee as it stood. All in serving in the positions they held in 2022, and what the committee had done, how the committee had run the club. **AB** then repeated **DB's** comments and expressed to members, this is your club. Your time to have your say.

**Member** commented that he thought all the committee do a brilliant job and was more than happy for all to carry on.

### **Members agreed**

**AB** thanked the member.

**DB** also thanked the member.

**AB** announced, Right, that Ahi...

**DB** announced, Yes he's won it...

### **Members laughed**

**DB** commented, Lets do it en-block...

**AB** said, Well that was what he initially planned but **DB** had said not too...

**DB** sheepishly interrupted, Sorry...

**AB** responded, Thats it was okay, we will do it en-block, because thats what he (**AB**) wanted to do in the first place!

### **Members laughed**

**AB** informed members that when there are no changes, en-block makes more sense than rattling through asking the same questions over and over again.

**ID** said, Nothing like rehearsing this is there.

### **Members laughed**

**AB** announced that, It seems like everyone is happy for us to all carry on as we are. We have all officially stood down and it would seem all have been volunteered for our services again. Who would like to propose the committee before you is reelected for another year.

**DB** pointed out Trevor Hewson's raised hand as a proposer.



## Elections of the management committee

### Item Golf

Club Chairman	Candidate(s) available	David Bradfield
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### Item Hotel

Vice Chairman	Candidate(s) available	Mike Bleathman
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### Item India

Club Secretary	Candidate(s) available	Andrew Beaven
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### Item Juliet

Treasurer	Candidate(s) available	Ian Duff
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### Item Kilo

Membership Secretary	Candidate(s) available	Den Larking
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### Item Lima

Club Liaison Officer	Candidate(s) available	Jess Nicholls
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### Item Mike

Scale Secretary	Candidate(s) available	Jim Emptage
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### Item November

Competition Secretaries	Candidate(s) available	Nigel Witchalls & Graeme Mahoney
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### Item October

Education Officer	Candidate(s) available	Jonathan Smith
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## Elections of the management committee (Continued)

**Trevor Hewson**

**Proposed all above candidates are re-elected  
in their current positions**

**Mike Tetley**

**Seconded the motion**

**AB** thanked Mike and Trevor then asked for a show of hands.

**Result**

**Carried Unanimously**

**AB** thanked everyone.

**DB** also thanked the room.

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## **Debate on Item Papa**

**AB** informed members that this is a proposal by **DB**

**DB** opened by saying there are a number of proposals. One from Ian Mason, and the others from what he had gleaned from talking to members, who would not initially put the motions up themselves, but have raised the topics which he would be basically fronting on their behalf. **DB** informed members that they are all up for discussion and vote, and that it is a democracy after all.

**DB** continued, Basically this is to say that the committee whether it be in isolation or when the committee meets once a month or on an ad-hoc basis, can schedule, adopt and change any function at White Sheet as they see fit.

**DB** informed members that we should have had the calendar by now, but our printer had been a bit recalcitrant. **DB** added that hopefully Russell Whittam will come in with the calendars for 2023. **DB** had hoped we had, had them already to be handed out as members came in. **DB** continued, That calendar sets the baseline for all events planned for 2023, but we all know what the weather does to us. **DB** Informed members that the first motion is, and that he would go through them all before we do any voting.

**AB** interjected, saying he would do them one at a time just to keep things clear and simple.

**DB** agreed and proceeded to explain the first motion. The first one is to propose that the committee has the authority to, obviously discuss with the members, but to schedule, rearrange, pull any event that they like, for any reason. It could be safety, weather etc.

**Member** asked, Are you proposing to put that wording in the constitutional handbook.

**DB** replied, Yes, we can do.

**Member** replied, I'm just asking what the intent is.

**DB** replied with, Yes we will put it in the handbook

**AB** inquired if Pete Cushion, would like to add anything regarding the wording

**Pete Cushion** replied and said, He didn't think there is anything he could add. Pete said he understood what the situation was and he personally thought the committee should have accountability, otherwise it would be anarchy.

**DB** replied by thanking Pete Cushion

**ID** commented, That basically the membership would have to decide everything en-masse, at every meeting. Then you might as well not have a committee.

**Item Papa**

**DB** announced he would propose the motion.

**DB** *Proposed WSRFC is a broad church, encompassing many disciplines of model flying. It is incumbent on the committee to schedule, adopt and change any function at White Sheet as they see fit. This includes all, Scale, training, F3F and Sport.*

**Chris Williams**

**Seconded the motion**

**AB** requested a show of hands.

**Result**

**Carried Unanimously**



## **Debate on Item Quebec**

**AB** commented, Over to you again David

**DB** said, This one is going to cause some controversy.

**JS** commented, Yes, we like that.

**AB** informed members that the committee had discussed this in advance with some differing views.

**DB** addressed members and said, He needed everyone to understand what we are trying to do here. The preamble to this is we operate on a public site. It's not like a power field where you go in through a set of gates and you are completely isolated from members of the public. All-be-it, that some power fields have public rights of way across them. However, we have a site where the public has open access. We have talked at length over many years on how we handle this, the use of spotters, particularly when running events. We have the 7 plane in the air maximum on event days, to minimise the chance of mid-air, basically it's a safety issue.

We all know, any glider could hurt anyone if it hits them in the right place. What we are saying are that F3f type and the over 7.5Kg type, usually scale, have a higher risk of doing damage.

There are two distinct circumstances here.

- A large scale glider is launched and away, then lands. The area of risk is if there happened to be a cataclysmic failure on launch, or on approach and landing.
- An F3f machine, a fast moving machine, using the compression at the top of the slope, going like a bat out of hell, often weighty and full composite.

We know F3f models are potentially the greater risk. We also know our F3f events are very well run, with spotters, high visibility tops, banners and temporary notices highlighting a competition is taking place.

Nevertheless, what we are saying is with those two particular glider types, what I am proposing is that we either aspire to, or insist on the pilots of these gliders having achieved a BMFA 'A' Certificate to demonstrate competence.

**DB** addressed members and said it's there for discussion and he welcomed any points.

**AB** informed members that for clarity, he wanted everyone to know that the committee have discussed this at length and that the committee were somewhat split on it for a number of reasons.

**DB** replied, Very!

**Members laughed**

**AB** continued and said, He thought **MB** might like to kick this off.

**MB** replied, Yes I will, and continued to explain for members. The thing is our site is 'open access' land, so in essence, anybody can come up and fly a glider without having to join the club. As long as they have the CAA registration, they don't even have to have insurance, that's not part of the deal. What it means is that twenty guys could turn up, not

members of the club, without an 'A' certificate, no insurance, and there's nothing we, or the National Trust can do about it.

**Jerry Stone** commented, it's actually slightly worse than that, because, people have started saying, if I am a member of your club, I have got to hold BMFA membership and have an 'A' Certificate, or more. If I don't join your club, I don't have to have an 'A' certificate etc, there is an incentive for me not to join your club, or I could allow membership to lapse, and I can still go flying at WhiteSheet. That is the dilemma.

**MB** agreed with **Jerry Stone** and said, I totally agree, that is the crazy thing about it.

**Member** commented, Anybody who flies at White Sheet could get the 'A' certificate with **JS**.

**JS** joined the conversation, Both what **MB** and **Jerry Stone** said, it doesn't detract from the fact that we as a group cannot look after ourselves, and should there be an incident that requires an investigation, we as a group will stand up much better having done this. Rather than tourists that turn up with none of it. You are both right. We are all intelligent, we know it, but if we can stand up and say this is what we have done it will at least put us slightly further up.

**Trevor Hewson** added, By doing this you are demonstrating to the National Trust that you are taking responsibility. You will improve the flying standards of your members. He said he also agreed with everything that had been said. You cannot legislate for non-members turning up, but so be it. If you really believe the membership is going to collapse with people saying, I am not going to join them if I have to do that, I would think that is a risk worth taking, for the benefit of being responsible.

**DB** replied, There are very many different views on this one, and I'll throw something else in, in a minute.

**NW** addressed the room, Can we just clarify, we are not talking about the 'A' Certificate for everyone. We are just talking about the 'A' Certificate for specifically, glider types above 7.5Kg and F3f gliders

**Robin Saunders** asked, Why don't we talk about it for everybody. That he believed it is easy enough.

**DB** replied, No.

**NW** also replied with, No. Clarifying again that this is not what's being proposed.

**JS** commented, He thought it is a move in the right direction. He can't guarantee it but is pretty sure in the future there will be pilot competency required since Article 16, CAA and what ever else they throw at us. We have had fifty years of a great time but you wouldn't drive a car without a licence. You wouldn't fly a plane without a licence. Be assured, it's coming.

**Robin Saunders** said, His point was that most people who fly at White Sheet would not have too much trouble, with very little coaching.

**JS** replied, That's lovely but what we have to be careful about again, is as Trevor was saying, you don't want to have the losses. Start gently.

**JS** continued and addressed Robin Saunders, You'r a convert'e, as it were, which is fantastic. But not to bulldoze. There are two areas of slightly more potential, which are the big liners, and F3f gliders. If we could ask them, the example may well help to show to others that they could go in that direction.

**NW** offered to put forward the alternative view, and for clarity said he has got an 'A' certificate, a power 'A'. **NW** continued, It's not that he doesn't agree with the 'A' certificate. It's a good idea to head that way. The alternative view is that currently the BMFA does not want the 'A' certificate achievement scheme to be used as a licensing scheme. It isn't promoting it as such, and doesn't put it forward as anything like something clubs should use.

**Member** commented saying he thought that you couldn't fly at an airshow without a 'B'

**NW** replied, Specifically for display flying, there are requirements for that, you are right, thats a fair point.

**ID** clarified, That is nothing to do with the BMFA, that is to do with the organisers and their insurers.

**NW** again clarifying said, Taking it on to F3f competitions, or gliding competitions, he is not aware of any gliding competitions that require an achievement scheme qualification. Whether it's GPS gliding, hand launch gliding, F3b gliding or any other, none of them require the achievements certificates.

**Member** commented that surely they all take place away from the public.

**ID** replied, Not all of them.

**NW** reinforced **ID's** comment and said, No, they are on all different types of sites. Of-course, those competitions, including White Sheet F3f competitions, have very strict rules about safety of anyone in the vicinity, the public and the pilots themselves. When we have an F3f competition we have a safety line, ten metres back from the slope. We have people keeping an eye out for members of the public, then we stop flying without question when a member of the public is passing the flight area. In fact, that level of marshalling doesn't exist at most of the other events we run on the hill. If anything, it's arguably one of the safer types of event on the hill, because flying doesn't happen near the public. Once the public appear we stop.

**AB** reinforced **NW's** comments and informed members that there is a video demonstrating just that, on White Sheets website. The F3f competition ceased immediately, as a group of walkers approached and walked straight through the area where the competition was taking place.

**NW** replied, Yes, and obviously we try and direct walkers around the flying rather than straight through the middle. In terms of the BMFA approach, nationally, at competitions and other gliding disciplines, they are not applying the 'A' certification. That might change in the future, who knows, but as it stands there isn't a drive nationally. This would just be a local decision by one club, this club, for our own specific conditions rather than it being a recommendation from anywhere-else.

**AB** commented, What we must also consider is that insisting on 'A' certification for competitions at White sheet, could possibly have a negative impact on White Sheet holding F3f competitions. It may be that not all competitors hold or have any intentions of taking the 'A' certificate. Those individuals would be excluded from taking part in competitions at White Sheet, whereas, elsewhere in the country, in fact everywhere else, they would not be able to enter and compete unimpeded.

**NW** continued, If we introduce these requirements at White Sheet... (***NW** paused as a member stood up and left the room*) **NW** then continued by stating that he noted that one of the F3f competitors had just taken this opportunity to leave the room, just as this discussion came up.

**NW** said he didn't know if that individual is happy or not with the way this is going. There are a number of F3f flyers who don't have access to getting an 'A' certificate. That would exclude them from coming to the F3f competitions at White Sheet.

**Member** questioned, Can I just ask, not having access to getting an 'A' certificate.

**NW** replied, There are simply not enough examiners around. The chaps from the Midlands, the chaps from Devon do not have easy access to examiners. Also, there is nobody else who has these requirements, we would be the only club.

**MB** offered members more information and said that even the Great Britain Slope Racing Association does not require competitors have an 'A' certificate.

**NW** confirmed **MB's**, comment, Yes, there are no other gliding competitions in the country that require an 'A' certificate.

**ID** commented, If he can compliment what **NW** and **MB** had said. Two points really.

One for, and one against, just to confuse matters.

Internationally, there is no benchmark requirement in any of the national, international, European, or World championships, in model gliding across all categories. There is no benchmark other than having an International pilots licence. That is it. You can compete anywhere in the world without a BMFA 'A' certificate.

**ID** continued, The argument for, as a club, keeping only to the club. Next year we will again be reentering into negotiations with the National Trust for the licence renewal. As a club we took a view a couple of years ago that we would actually be very proactive ahead of negotiations. In order that we would be able to go to the negotiations saying look this is what we are doing in the terms of safety, these are the actions we are taking in terms of environmental assessment etc, really to get ahead of them. To assure them we are competent wardens of that area. Picking up on what **JS** said, we are moving into an environment where there is more scrutiny of our activities. Site guardians, such as the



National Trust, will want to be assured that we are a competent, safe, and capable group. This sort of proposal, were it for members of the club, I think would indicate we are trying our best within the confines of the club, in the scope that we have to move towards a more safe and more regulated activity.

**Member** questioned, Can I ask about policing.

**Member** questioned, in terms of competitions, easy. In terms of over 7.5Kg, there are two aspects to it. The first is policing it, if someone turns up randomly with something over 7.5Kg. Realistically, who is going to approach that individual and ask "have you got your 'A' certificate.

**Roger Matthews** questioned, On over 7.5Kg. In the sense that your power assist. Are you also going to be required to hold a power 'A' certificate as well.

**JS** replied, Exactly.

**DB** addressed members and said, he had raised the proposal to provoke this kind of discussion and the way he worded it, it said 'must hold at minimum' That he put that up purely to provoke this kind of discussion. **DB** said he was quite happy, depending on what **JS** said, for it to be "we recommend that"

**DB** said, Can I just say, we are not policemen, we are not the National Trust's policemen, it's not for the club to police. If someone is being stupid on the flight line, we generally tell them. We don't really have any examples of that. We have had a couple of mid-air. We've had nobody get hurt. It's whether or not we want to be seen to show we "recommend" rather than a "must" have. That I put it as a "must" purely to open up this discussion.

**Member** commented, There are two ways that you could soften it if you want. Recognising the points that others have made, the club imposing a requirement on visitor, which may not be justified and be totally unenforceable. Instead of saying all competitors, maybe it would say, any member participating in an F3f race event or flying a model over 7.5Kg. We talk about our own members, that's one thing, and the other is to change it from a "must" to a "should"

**Member** commented, Another alternative is rather than saying "must" or "should" you could say "have an 'A' or equivalent competence" For people turning up at an F3f competition. Yes we know you have flown in those other F3f competitions. We know you are competent. It stops the individual turning up, that you know nothing about, don't know whether they can fly or someone who is going from a foamy to something that's way above their level of competence. That would be another way of more easily pleasing it.

**DB** informed members that anyone who is running an event at White Sheet. The "event director," Normally they know who is flying. If we do not know them, we have a chat anyway. **DB** continued, I am happy we can get round it.

**JS** added to the discussion and said, Nigel and I had a chat on the phone last week. Then **JS** paused and asked **NW** if he was happy for him to talk about their conversation.

**NW** replied, Yes, he was, but he was not saying it's a "recommendation" though...

**JS** interjected, No, no, that's why I politely asked.

### **Members laughed**

**JS** then raised an alternative solution. **JS** admitted he did not know who's at the top of the GBSRA, but thought it would be lovely if those guys thought about it, and maybe will uplift it.

**JS** continued, With the lovely phone call we had, (referring to a call between **NW** and **JS**) I'm happy to turn up and those that would be happy to do it, could do a test. The alternative is that a flight is accomplished before the race. I stay the whole day. They do all their races and they get a local certificate that they are okay for White Sheet. They've proven competency for White sheet. Then it gets around that we are doing something, a demonstration to the outside world. **JS** asked for confirmation from **NW**, and asked if that is how they ended up.

**NW** replied, Yes, but in slightly different language. If we did have to have some kind of certification in order to fly an F3f competition at White Sheet. Then it would be adequate for a new pilot, someone we are not familiar with, to do a test flight before the event. Just to demonstrate they could fly and land safely. Anyone who is currently an F3f flyer, gets that sign-off immediately. Which is about twenty to thirty people, in the country. Anyone new would just have to demonstrate their flying ability. That is a kind of watered down version of, 'you must have an 'A' certificate'.

**Member** asked, What about over 7.5Kg.

**JS** replied, A similar deal. We've all agreed we cannot do anything, it's an open space, but within a group, should we choose, we can do something.

**Member** replied, So it's just incumbent on all of us, should we see someone flying.

**JS** replied, Exactly. St Agnes is still going on. That's a bit of a separate subject but if we get into the St Agnes situation, we are well ahead when you make a presentation. We've done this, and there's a nice list of what we have done. Then they say no problem, carry on.

**Member** questioned, So what you are saying is you are vetting everyone who is taking part in a competition, and you're monitoring those that are flying larger aircraft.

**DB** replied, Which we do anyway. It's just to get something in writing so when we talk to the National Trust we can go, this is how we are doing things, we have done this amount of tests. We have an open improvement, enhancement for our flyers.

**Peter Cushion** joined the conversation, I was just going to add, that I knew this is targeted at F3f and models over 7.5Kg. Would it be a good idea to encourage all club members to gain a BMFA 'A' certificate.

**DB** replied, We could put this in the Hand Book, We encourage all members achieve a minimum BMFA 'A' certificate and recommend all competitors at an F3f event are assessed. Anyone flying a model over 7.5Kg has an BMFA 'A' certificate at minimum.

**Richard Edmunds** added, David, I think thats a very good summary of the discussion we have had so far. I think we need to demonstrate to the National Trust that we are aware of the issues and we are doing something about it. At the same time, I also recognise what has been said about the fact that, who are the policemen, and who will enforce this By making a recommendation the club is seen to be doing something.

**DB** replied, Believe me, I hate any kind of legislation or prescription on any of my activities in life. We are in a hobby. Everybody tries to get better at what they do, so why not take part in the achievement scheme. Particularly where it is more of a risk. Please give it some serious consideration, because we will need it.

**Member** commented, Following on from that, potentially, if you go to the National Trust and they start saying, is that really good enough, that you're just saying, 'should' rather than 'must' You could then bring up the point that you, the National Trust, let anyone fly here.

**DB** replied, No! They don't. Their stipulation for this club is that, anybody who flies here has to be a member or contact the club before they fly.

**MB** commented, They do not have to. It is open access land.

**Member** added, Let me play devils advocate for a moment. I'm planning on flying a large model, I do not have an 'A' certificate or anything.

**DB** replied, We would say, no, no you shouldn't.

**Member** replied, Then that would be between them and the National Trust.

**DB** concurred, Absolutely, we have many people who contact us, saying, we are coming down on holiday. I write back to them asking what they have got? People will know that if they have got an 'A' and BMFA, that is all that we ask. I then say, please read our handbook to understand the way the slopes work, where the lift is and please remember it's a public site.

**A further discussion over the exact wording of the proposal was undertaken by members and the following was agreed.**

## **Item Quebec**

Proposal for addition to Club Hand Book

***The Club suggests that all members achieve the BMFA slope 'A' scheme and recommend that all pilots of models over 7.5 kg, flying at White Sheet hold at minimum the slope 'A' certification. In addition, it is recommended that all attendees at F3f races held at White Sheet, hold the BMFA 'A' certificate or are assessed for competency by event organisers.***

**DB**

**Proposed to accept Handbook addition as stated above**

**MB**

**Seconded the motion**

**AB** requested a show of hands.

**Result**

**Carried**

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## **Debate on Item Romeo**

Proposal for addition to Club Hand Book

***The use of Saturdays as an option for planned events when Saturday looks to be the better day.***

**DB** informed members, It is exactly as is stated. **DB** proposes that the committee are permitted the authority to alter a scheduled event, to run on the adjoining Saturday, if the weather dictates.

**AB** advised members that for clarity, this does not solely apply to Scale. It applies to all events White Sheet RFC holds on the slopes. F3f, Open Slopes, Scale events or any other event White Sheet RFC decides to hold in the future.

The reasoning behind this, is simple. As we all know, the weather has been less than cooperative over recent years. By having this option available, is simply to offer all White Sheet RFC members, the best possible chance of flying at events held by White Sheet RFC.

## **Item Romeo**

**DB**                    ***Proposal for addition to Club Hand Book: Saturday as an option for planned events when Saturday looks to be the better day***

**GM**                    **Seconded the motion**

**AB** requested a show of hands.

**Result Carried Unanimously**



## **Debate on Item Sierra**

Approve Ian Mason Proposal

***Scale days, (the non competitive days currently scheduled each month) either have a specific day, for instance Sunday with a single alternative date. Or have 2 days on 1 weekend. The reason for this is that as a flyer who has family commitments, not knowing if flying is permitted for 2 days on 2 consecutive weekends makes arranging visits to the field very difficult. This means that effectively 40 weekend days flying are inhibited to me each weekend- by definition of a weather call- the better flying days.***

**DB** addressed members, In Ian Mason's absence, **NW** and I will try to explain this one. Ian's point is this, he was particularly vexed because he believes that Scale days take up four weekend days in a month. By the time you get a Sunday for the first one, and that could switch to a Saturday and then the reserve Sunday, if that's used or not and could be switched to the Saturday, four weekend days out of the potentially eight or ten could be dedicated to Scale.

That is the background to it.

We do have the WhatsApp group, BARCS, and emails that I send out advising everybody about weather-calls, to give people notice of changes to planned events.

To put this in perspective, we were only able to run two weekend Scale days this year and one was even pushed to a Monday.

**NW** added, He seconded Ian Mason's proposal to come on to the agenda. The practice was, you have a Scale day each month and a Scale reserve Sunday each month. So you have two weekends with one day booked on each weekend. Then the custom became that if the Sunday is not handy on the first weekend, what was the Saturday looking like. Then if the Saturday was looking rubbish, it would be pushed to the reserve Sunday. Then if that wasn't looking great, you considered the Saturday. So you end up with two Sundays and two Saturdays. What amounts to three reserve dates for each Scale event.

**AB** stated, One planned date. One planned Sunday reserve date. The option to switch to either Saturday if the reserve Sunday looks poor, wet or wrong direction. If the initial planned Sunday takes place, generally, none of the other dates are used. If subsequent days are pushed, then called off due to inclement weather, easterlies, wet or no wind, then none of these days would have been flyable for any class of glider.

**NW** continued, Whether that number of reserves is excessive given that, if the weather is rubbish on three days of the month, then the Scale day takes up the fourth day, that's knocking out quite a few days of the month for flying opportunity at weekends, from some people's point of view. It's more about how many reserve dates is it appropriate to have. The F3f competitions have adopted the idea of one planned day and one reserve, that being the Saturday of the same weekend. F3f competitions don't extend that to other weekends. Furthermore F3f tends to do this through the winter, when there tends to be less pressure on the slopes from other flyers. Whereas Scale Days happen throughout the summer.

I believe this is where Ian was coming from. It amounts to, is it appropriate to have three reserve dates.

**Member** added, He thought that with Davids point, even with three reserve dates and the fact that Scale was only able to run two events all year. Is three reserve dates enough.

### **Members laughed**

**Peter Cushion** commented, Bearing in mind we are talking about one single complainant here. What I haven't heard, is any reason why one complainant should feel they are not getting a fair deal. When if the first date is knocked on the head due to poor conditions, rain, wind direction, no wind, the complainant would not be able to go flying anyway.

**ID** joined the conversation, What we are talking about is completely academic. Most Scale Days were called off because of easterlies this year. Most of the sports flyers have been unable fly due to the easterlies, unless they have been motor assisted.

**DB** asked members if anybody had anything else to add.

**Roger Mathews** commented, Like all of us, we choose a day and if we find we cant go, we cant go.

**DB** continued, Scale models and non scale models, F3f or Open Slopes. We have proven over the years, 'they do not mix'. Mr Williams Scale machine took out a Schwing (A carbon, Kevlar reinforced Sports glider) of our ex-chairman. If I remember rightly, with the Schwing coming off worse!

What Ian Mason's point is, is that he cant run an F3f, 'which is basically looking for close contact with the slope compression zone', on a day that we run our Scale events. I completely sympathise with where he is, but it's no different to me arriving at the slope and people saying to me, we cant fly because there is no wind, and then me saying yes you can, you could throw a DLG off the slope. There is always something you can fly. I have put the point. It's for you the members to make a decision. I think Mike has a point.

**Mike Tetley** commented, Everyone here, at the AGM, has other commitments in their lives. I wouldn't expect a club to change their schedules to suit his personal commitments. If the club is generous enough to provide their services for a possible, 'four' Scale dates in a month, brilliant. If I cant make one of those days or I cant fly another aircraft on one of those days, as far as I'm concerned, it's a small price to pay.

**DB** noticed Russel Whittam's hand raised and asked if he wanted to add something.

**Russel Whittam** respond with, No.

**DB** stated, Your hand was up.

**Russel Whittam** replied, I was looking for something.

### **Members laughed**

**DB** stated, He said he did understand Ian's point. He empathises, there are 'for's, too's and backs', or whatever it happens to be. The whole point with all of these motions is it's a democracy. We talk about it. We vote on it. If it stands, it stands. If it falls, it falls.

**DB** stated, On lans behalf I will propose it.

**Item Sierra**

Approve Ian Mason Proposal

***Scale days, (the non competitive days currently scheduled each month) either have a specific day, for instance Sunday with a single alternative date. Or have 2 days on 1 weekend. The reason for this is that as a flyer who has family commitments, not knowing if flying is permitted for 2 days on 2 consecutive weekends makes arranging visits to the field very difficult. This means that effectively 40 weekend days flying are inhibited to me each weekend- by definition of a weather call- the better flying days.***

**DB**                      **Proposal for above motion to be approved by members**

**NW**                      **Secoded the motion**

**AB** asked for a show of hands.

**Result**                **Failed**





## Other Business

**DB** informed members that we have a number of things to go through. The Awards ceremony. The Ahi draw. Calendars, and see whats coming up. **DB** said, You can take an uncreased calendar home rather than one thats gone through the post. So lets get straight into the...

**AB** interjected “**The road...**”



**DB** Ah, oh yeah, “**the road...**”



**Members laughed**

**AB** said, He had promise members earlier in the meeting, that we would return to the subject and we would be talking about it later in the meeting.

**NW** commented, With, how many pence was in the road account? £0.87 I believe. So is there much to discuss.

**Richard Edmunds** said, As you know, you (**DB**) and I have talked about it on more than one occasion. I’ve been up there today on the way over here, and had a really close look.

**AB** commented, In a conversation about this subject at a recent committee meeting, Jess said, ‘for not a considerable amount of money,’ he could send up a digger and one of his guys to the track, and in short time make a considerable improvement. The issue we have, is insurance and liability. If it wasn’t for that, Jess would have been willing to help.

**JS** asked, Is that crazy expensive?

**AB** replied, Not at all. It’s just the issue of liability. Otherwise Jess would be up there with a digger.

**DB** commented, It’s the liability. If someone goes, “You have dug a hole and I’ve damaged my car” then it falls on Jess.

**NW** added a comment, Rather than the membership tenner, I think we should each have to bring two bags of ballast up, and drop it in a suitable hole.

**Members laughed**

**DB** continued, I actually think it needs hogging.

**JS** commented, You have to be in the right area where they can dig it, because it doesn't come from everywhere.

**DB** suggested that, it can be made.

**Richard Edmunds** commented, What about 'MOT1'.

**DB** replied, Hogging is stone bound with clay. 'MOT1' isn't bound with clay, it needs to be really heavy clay.

**Action:** For members to continue reporting potholes to Wiltshire Highways in hope they will rectify the issue.

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**AB** Announced to members...

**And finally...**



**The long awaited return of the...**  
**“Mike Bleathman awards and presentations ceremony”**

**MB** addressed members, Ahh, yes, **And finally**, the 2022 WhiteSheet awards... These are very, very, very, very good bone china mugs, very sought after.

**DB** commented, Most sought after.

**MB** replied, They are indeed.

The first one is White Sheet Crash of the year. This one gets the mug with the handle broken off.

**Members laughed**

**MB** continued, The person who was recommended for this, it was first muted, somebody said to David that they would be most put out and they would be offended. So after much consideration we have decided we will definitely have to name him.

**Members laughed**

**MB** continued, It's awarded to Bob Cook, of the 'West Mendip Soaring Association' Was it a Scale day

**DB** confirmed, Yes it was a Scale day. What is worse than that, is, Mike tell them.

**MB** continued, It was one of Pat Teakle's cherished models which had been passed on for safe keeping!

**Members Ohhhhh....**

**DB** addressed members, The morale behind that is, 'A' RadioMaster gear, 'B' Loose batteries... Pre-flight checks every time!

**Richard Edmunds** questioned, Do these awards go to people in other clubs then.

**DB** replied, This is good news. What it means is that none of our club members have broken anything!

**Members laughed**

**JS** commented to Richard Edmunds, “You can have it if you want it.”

**Richard Edmunds** replied, I was thinking maybe Mike would want it!

**Members O’ooooo... followed by laughter**

**MB** questioned, What for my mid-air.

**Richard Edmunds** replied, Yeah!

**Members laughed**

**MB** rapidly moved on to the next award and said, The next one is the ‘Land-Out of the year.’ There are two contenders for this one. Rob Cooke, with an ASW, and Simon Minson, with a Dart.

**DB** announced, Good news Mike it’s not you!

**Members laughed**

**MB** continued, The other one was ‘Catch of the Year,’ but I’ve amended it to ‘Above and Beyond,’ it doesn’t involve a model aircraft at all, but a feat of sterling human endeavour. This is awarded to ‘William Fourie’ for rescuing a damsel in distress.

Whilst flying on the South West Bowl, William had actually already gone off to pack his models in the car. A young lad came hammering up the hill and said, could you help my mum because she’s possibly dislocated or broken her ankle. This was right down the bottom of the South west slope. I said, have you called for an ambulance, he said they had, but they wouldn’t come out!

**Member** commented, Cancel that Air Ambulance cheque!

**Members laughed**

**MB** continued, So I phoned William, who came straight over. I said, what we will do is drive down to the bottom car park, and we will try and go along together.

By the time I’d got down there, William had ‘piggy backed’ this woman of ‘adequate’ proportions, back to the carpark.

We managed to get her over the gate and to her parents car, and they were very grateful for that.

Then William had a cheek, he wanted a lift back up to the top!

**Members laughed**

**DB** announced, He gets a mug.

**MB** agreed, Yes, he gets a mug.

**MB** continued, The last awards, well we haven't got awards for them but we have got a little something for them. This goes to two 'outstanding flyers this year,' in competition flying. These awards go to Ian Duff and Graeme Mahoney. Ian Duff won all five rounds in one of the Midland comps. At the fifth Midland F5j I believe. He won all five rounds with 1000 points. A brilliant achievement, well done to him.

**Members applauded**

**MB** continued, The other is for Graeme, who achieved a brilliant third place in the Welsh Open, against a very strong field of pilots, many of whom were heading off to compete in the world championships, a week later.

**Members applauded**

**MB** continued, It has been decided by the committee to award both £50.00.

**DB** concurred, That is two cheques of £50.00 each, in recognition of their achievements. Well done lads.

**MB** agreed, Yeah, well done.

**Members applauded**

**AB** commented, All done, thank you Mike.



## **Prize Draw**

**DB** informed members that if he should win the Ahi, it was going back in, because he has enough of them.



**A raffle number was randomly generated. This number matched with the number on the reverse of Nigel Witchalls Agenda schedule. Nigel is now the lucky owner of a Dream Flight AHI model kit. This was presented by David Bradfield. Nigel appeared to be delighted with his winter project.**

**Congratulations Nigel,  
Hope to see you flying your Ahi soon.**

## **Closing Remarks**

**DB** commented, Well thanks everybody.

**DB** continued, There is food. Russel's kindly got the calendars if you want to pick up a calendar and we have a raffle to do yet as well.

**JS** commented, Thank you to David.

**Members applauded**

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Thanks everyone

White Sheet Radio Flying Club  
2022 AGM  
CLOSE

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## Acronyms, abbreviations and other fun stuff

<b>ADS-B</b>	<b>Automatic Dependent Surveillance - Broadcast. A surveillance technology in which an aircraft determines its position via satellite navigation or other sensors and periodically broadcasts it, enabling it to be tracked.</b>
<b>AGM</b>	<b>Annual General Meeting</b>
<b>Article 16</b>	<b>Authorisation which will define the future operating parameters for members when the European Regulations for unmanned aircraft (including model aircraft) come into effect on the 31<sup>st</sup> December 2020.</b>
<b>ATC</b>	<b>Air Traffic Control</b>
<b>BMFA</b>	<b>British Model Flying Association</b>
<b>CAA</b>	<b>Civil Aviation Authority</b>
<b>Covid</b>	<b>That bas***d bug</b>
<b>DRES</b>	<b>Drone and Model Aircraft Registration and Education Scheme</b>
<b>Drone</b>	<b>An Unmanned Aircraft Guided Remotely</b>
<b>EASA</b>	<b>European Union Aviation Safety Agency</b>
<b>EGM</b>	<b>Extraordinary General Meeting</b>
<b>FAI</b>	<b>Fédération Aéronautique Internationale (World governing body for air sports)</b>
<b>F3f</b>	<b>FAI Sporting code for speed timed slope glider class competition</b>
<b>GA</b>	<b>General Aviation</b>
<b>LMA</b>	<b>The Large Model Association</b>
<b>MVSA</b>	<b>Meon Valley Soaring Association</b>
<b>NOTAM</b>	<b>Notice To Airmen A notice filed with an aviation authority to alert pilots of potential hazards</b>
<b>NT</b>	<b>The National Trust</b>
<b>TVSF</b>	<b>Thames Valley Silent Fliers</b>
<b>UAV</b>	<b>Unmanned Aerial Vehicle</b>
<b>UK</b>	<b>United Kingdom</b>
<b>WSRFC</b>	<b>White Sheet Radio Flying Club</b>
<b>Zoom</b>	<b>Video conferencing internet platform</b>