

# Raydon & District Model Aircraft Club

## Annual General Meeting

Held at the club hut on  
10.00am Sunday 3<sup>rd</sup> December 2017

### *Minutes*

#### 1. Attendance and Apologies for absence

There were 32 members in attendance.

Apologies : Lee Marshall, Gerry Pilling, Brian Dicks, Clive Joseph, Mike Croke, Paul Keeble, Steve Hart, Richard Mathias, Tom Havard

#### 2. Agreement of the Minutes of the previous AGM held on December 4<sup>th</sup> 2016

Proposed : Trevor Williams

Seconded : Terry Robertson

#### 3. Matters Arising

None

#### 4. Chairman's Report

##### **RADMAC's CHAIRMAN'S REPORT – AGM 2017**

##### **A Very Busy Year!**

About 10 days before Christmas In December 2016, I was contacted by the land agent and asked to supply a certificate for the electrical installations in our buildings, by the 1 st Jan 2017!! I actually got this done in January and not too much work was needed. One socket needed to come out and the outside light fitting was broken and needed replacing, but overall, he said it had all been extremely well done – so my thanks to those club members who did a good job on the electrics in the past for us. Rob Eley?

2017

Normally, the year begins with a collection of “hung-over” RADMAC members paddling around in the mud here on the New Years Day “fly for fun” whilst shivering and chewing on slightly warm sausage rolls -and that is more or less what happened!

Normally the Airfield archaeology group use our meeting room in January, but this year, they must have had a better offer, but I dare say that they will be back!

##### New Members

We have welcomed 4 new members this year: Neil Garnett, who I am sure many of you know already – I first met him when he was about 7!!; Mike Osborne, who's son is already a member; Brian Partridge who I believe I have seen flying here several times and Kevin Bennett. Could you please stand up so that we all know who you are?

##### Rent for the buildings

The five year lease for our two buildings falls due for renewal in Jan 2018. Each year we have paid £1000 for both + a service charge of 10% - ie £100. In February we were notified that the rent for each building would be doubled to £1000 and that the service charge would be £100 for each. It was stated that this was still behind normal market rent for the area that we have and that it would be reviewed each January until parity with this was reached. Included in this is the rent for the “old” part of our flying field. For reasons I will not bother you with, we pay separately for the newer part.

Incidentally we are, in addition responsible for maintenance inside and out + the insurance costs for the buildings.

The first thing I did was to get the roof of this building checked by a competent roofer. We needed to know that it was sound because it is very costly to replace it. It is ok and should last another 20 years.

We also needed to investigate the possibility of going down to only one building and it would need to be the mower hut. We have to have mowers! Tony drew up plans for this and we would have converted part of it at the far end, into a meeting room and another small section into a store for our BBQ stuff. A prerequisite to this was that it needed to be cleared out. Much in there was useful but a great deal was not and it was very dirty and rat infested – some of the stuff belonged to PK and he had the chance to recover it and took some items out. We still store some of his equipment.

We then began to negotiate. They clearly did not want us to have just one room because the price went up to £1600! Perhaps because they would probably have great trouble letting this – it is well below “office” standard and a lot would need to be done. In any event the committee felt that we should retain the two. The service charge was meant to be for site services and since we have no water, no toilet other than the block and we cut our own grass, the main thing is road maintenance and I pointed out that we are not the organisation that wears them out!

So, we got that down to £100, as before.

I will not go through all the rest of the process but I met Nicholas Percival agent here and gave a conducted tour. We managed to get a five year lease again, which gives us some security of tenure and we got the increases phased to £1600, £1800, £2000, £2200, £2200. This is a slight total reduction but the phasing eases the pain and at least we know where we are for the future.

I took the new contract to my solicitor and he suggested some other small changes to the lease to give some clarity and we are now at the point of signing it. The only thing I need is sight of the insurance docs to take back to the solicitor for checking, because there are clauses in it which may affect us.....so be assured, it looks as though we will have some buildings!!

#### Security

There has inevitably been a turnover of members in the club and for various reasons we rarely get the keys to our buildings back when people leave. The most valuable items that we have are our mowers, particularly as we have acquired a new one and a new (used) one! So the locks on the mower store have been changed and only the ground workers have keys to it. They wanted me to have one too, but that is it.

#### Food at events

One other issue is that it was pointed out to me that the regulations/recommendations regarding the provision of food to the public had changed and we need to comply. They are not mandatory but they are government issued, so if ever one has a case of, for instance, food poisoning, our insurers would ask if we are observing the rules. Our BBQ stuff must be kept secure and clean in a dedicated area. So the store at the back is now that. Hence the change of locks and the smell of paint!!

Right – on to the stuff about actual flying!

#### Events

We did have another BMFA NPOD event arranged but they cancelled the week before as the forecast was poor and we had only offered one date, having had them cancel and re-book several times in the previous year....which meant that you guys lost your flying site for at least one day when you didn't need to – so we don't try to do that!

Kesgrave School visit - Keith and Neil Garnett + a number of club members who turned out to organise and coach the children. A great success and we look as though we may gain a new junior member through it

Mid Summer Eve Fly 4 Fun and free BBQ - Dave Wilde and Dick Mathias/Irene and Helen- well attended and popular evening.

Vintage Evening - Paul Jeffries – I could not go to this but I believe that it was a great success on a nice

Summers evening – very well done Paul.

Hope that we can do it again

Scale and Warbirds open day - Dave Wilde/ Dick Mathias/ Helen Bush/Irene

A success but not as well attended by others

as it has been in the past – maybe due to my getting Dave's E mail wrong + us moving the date after the announcement was in the BMFA news!

Jet Day - Dave Wilde and team Richard Mathias/Irene

Mathias and Sue Waters. Excellent day with some lovely models in the sky – and thanks to Neil and Keith as extra safety marshals.

Other We also lent our BBQ to Rob's neice - (I expect that we also lent Rob) for a fundraising event and I got a nice letter of thanks to us from the girls at the Pony Club – they raised £140.

Other Cont Likewise we lent the BBQ equipment to Paul Keeble, Geoff Hodgson and Alan Jackson, who raised lots of money for the Raydon Church fete

Technical

We have changed our club web-site so that members and other can reach us via the E mail on the site, and it is automatically sent onto our personal E mail address. Also our personal mug shots are on it, which I am sure enhances the standing of the club!! All thanks to Lee Marshall

Safety

I have left this to the safety crew but I just wished to say that was pleased to see that the standard of safety, particularly at events, was improved this year –so thanks to you all! Membership for 2018

As an aside, I went to the 3 day Silverstone "classic" race meeting in July and I noticed Tony Ditheridge sitting on the tyre of his racing car waiting to get on the grid, so I went and had a chat with him. He said that he would like to join the club and wants to build a big Bucker Jungmeister – He had a real one for some 20 years and was very fond of it.

Thankfully, he said that he had ordered a "trainer" aircraft first!! But if he joins, I am sure that he will be an asset to the club. We already have a number of people who have asked to be considered for membership next year, including a couple of juniors which is a good sign to somewhat lower the average age round here.

Now this is the dangerous bit – I am bound to forget someone

Thanks to:

The committee – this place would not function without these guys

**Chris Bush** – our sec - Does lots of work particularly at membership renewal time.

**Alan Jackson** – treasurer – Likewise. This club could not function without him. I know, because I was treasurer at Ips for 7 years and then here for the same.

**Dave Wilde** – our events organiser

**Paul Jeffries** – Ran the vintage event and lent his buddy-box stuff + an aircraft for the school visit. Paul has also organised some furniture for us.

**Brian Dicks – Rob Jardine – Dave Brain** Groundworks – also helped by **Tony Waters** and **Ian MacFadyen**. **Rob** also tirelessly does a vast amount of other stuff for the club, as does **Tony**.

**Dick Mathias and Tony** – our safety officers who also regularly help run the events

**Mike Havard** – who runs the bar

**Dennis Norman** experience and advice!

And Others who we could not run without

**Lee Marshall and John Ranson** who look after our web-site and field cam

Also thanks to **John Ranson** for arranging the purchase of a reserve "small" mower which his daughter wished to sell – I suspect that John subsidised it and he certainly checked it

over for us- I believe that **Rob** arranged transport, so again well done.

**Geoff Hodson** who looks after clothing purchases for us and on one occasion this year, cleaned this club room.

**Trevor Williams** who audits the accounts...not to mention the do-nuts

**Steve Hart** who also supplies do-nots but moreover helps at all our events and often helps find lost models, using his own drone equipment. (I know of at least two!!)

**Steve Hart and Ian MacFadyen** for the recent painting job that they have done in here.

**John Kinsey**, who test flies everyone's "problem" aircraft and is a fund of good advice and good humour

**Helen Bush, Irene Mathias and Sue Waters** who have all turned out to BBQ for us

**Keith Garnett** and his son **Neil** who organised the Kesgrave school visit and who acted as safety marshals for the jet day

**Al Foreman** who has kindly done some "van" ferrying for us and has lent his pressure washer – which is why some of you are sitting on nice clean chairs!

**Mike Croke** , who has also helped at our events

And **Si next door at Hangar 53** , who lets us use his electricity and his building for our camera and weather-cam. He mentioned to me that his wife had said that she was willing to have a go at painting an appropriate mural for the club room wall, so we may discuss design and layout this year if she is willing.

I hope that I have left no-one out. My thanks to all who have supported and enjoyed the club this year and I wish you a happy years flying in 2018.

Thank-you

Nigel

## 5. Safety Officers report

Generally, another good year for safety from the members point of view. Some general discussion regarding permanent safety signage, which would be carried forward. Safety Officer's report below:

### RADMAC AGM 3<sup>rd</sup> December 2017

#### Safety Officers Report.

- Generally much the same as previous years, which is pretty good. The club has a good safety record.
- Firstly I would like to point out the changes to the BMFA requirements to undertake a range check and a fail safe operation check for each model at the start of the flying session.
  - I have been witnessing this with improving adherence over the period, soon it will become second nature to all.
- Over the year there has been a number of aircraft losses the same as always.
  - The one exception this year was an accident involving a car parked on the access road.
    - This was due to an ESC failure, and resulted in an insurance claim with the BMFA. (our first ever)
    - This accident has been sorted with John Peacock, who didn't see any issues.

- I would like to thank everyone who has taken the time and effort to talk or contact me to express any issues, I will keep their privacy as promised. But it does help to keep a perspective on any safety issues.
- Following the issues expressed about safety and events at last year's AGM. A different approach was adopted for the events this year with the requirement for dedicated Event organiser/flight line manager, safety officers and separate BBQ staff.
  - This has resulted in much better control and safety at the events.
- As part of my role and as part of the BMFA review process for safety.

I have been collating all the incidents reported from events and general day to day flying for the purpose to review annually, looking for any trends or problems that might need addressing.

- From the review I have identified 3 areas that warrant some consideration of action to safeguard individuals, property and our site.
- 1<sup>st</sup> item
  - It is clear that the increase in traffic during week days on the access road and the parking along it, has brought with it its own issues.
    - As I said earlier, we had our first accident involving a parked car in this area.
    - It is also an issue when coming into land (or taking off), when a vehicle can appear, it seems from nowhere on the access road. Especially from the Hanger end, and at some speed!
    -
  - Possible solutions to reduce this risk could be...
    - Where practical and available a "Spotter" can go out with the pilot to watch the roadway for moving traffic and advise the pilot accordingly.
    - We should limit the number of aircraft in the air at any one time to 3, which will remove the need to place the warning notices either end of the roadway when flying.
      - This has always been part of our constitution for 4 or more aircraft, but I have never seen it used, and this is a risk.
    - To give a much better peripheral angle of vision to the pilot to see vehicles approaching, especially from the hanger end. The pilot standing area should be moved to a line running perpendicular across the field about half way down the main field.

- 2nd item
  - The number of occurrences of overflying the “No Fly Zones” especially the Pits and our own car parking areas.
    - This was definitely better at the events this year, but there were still a number of occurrences, which is unacceptable.
      - This could be improved by...
    - Consideration of the position of the flight line for future events.
    - Consideration of “visitors” requiring a minimum of a “B” certificate to fly at our events.
      - There really was some poor flying from poorly skilled pilots who felt it ok to fly at our site!
    - This has also been evident at our own normal daily flying.
      - This could be improved by...
      - Consideration of the pilots standing area as described before, as this would move the pilot further away from the Pits car parking area.
- 3rd and last item identified
  - Noisy aircraft (retention of our site)
  - Some of our fellow site users have commented about the echo within their buildings when large engined planes have been flying.
    - As a club we have no specific noise measurement in place, but require for everyone to consider our site and our neighbours and to ensure that their models are adequately silenced.
      - Just to remind you all, if you have cause to ask yourself “is that quite enough” then it probably is not, so don’t fly it.
      - It does appear that the trend to larger Petrol powered models, and those used for Hovering / 3D flying is especially a problem, and it will be monitored, and action taken if necessary to preserve our site.
      -

Some of the items will be considered by the committee and if they feel are appropriate will be added to the club constitution, which will be talked about later in the meeting.

I will finish with a well done to all, it's a great club and has an excellent flying site.  
So happy and safe flying for 2018

## 6. Treasurers Report

### Treasurer's Report to 2017 AGM – Alan Jackson

Many thanks to Trevor Williams for auditing the accounts and for being very thorough. Being a previous club Treasurer, Trevor is very well qualified to scrutinise the accounts and I value the time Trevor spends to ensure the accounts are accurate.

I would like to thank the following committee members who have provided figures for the club accounts:

- Chris Bush the club Secretary providing membership and BMFA payments including postal expenses.
- Mike Havard manages the bar stock and has ensured plenty of provisions for the club events and for members. The bar made a profit of £47.
- Brian Dicks has managed the Groundsman funds covering work on the grounds and buildings. All expenses are listed in a detailed Accounts spreadsheet with receipts.
- Dave Wilde organised the club events including the barbecues assisted by Helen Bush and Irene Mathais. The barbecues made a profit of £67 which includes the free Member's Evening barbecue which incurred £57 expenses.

Si Cockerills (Hangar 53) has generously allowed the club to continue to use his electricity, broadband and premises to host the weather station equipment. This year the club gave an £80 contribution towards the power and broadband.

Income	6558.96
Expenditure	5784.70
<b>Net gain</b>	<b>774.26</b>

Overall the club value has increased from £15,377 in 2015 to £16,102 in 2017, a modest increase of £725 which includes the bar stock in the club values. This increase helps the accounts recover from the major spend on the new small ride-on bought in 2016 costing £2,250.

There has been no major expenditure this year on unexpected items. Just the usual spends on rents for buildings and flying strip and fuel for ground maintenance.

There will be a significant increase in the building rent for 2018 which I will cover when we discuss the 2018 subscriptions.

Proposed : Dennis Norman

Seconded : Trevor Williams

## 7. Subscriptions for 2018

Proposal to increase the annual subs to £80.00 for reasons as outlined by the Treasurer:

### 2018 subscriptions

John Peacock (Landlord) has confirmed that the grass flying site cost will remain the same (£800) in 2018.

The current four year rent agreement for units 45 & 67 expires on 31st December 2017.

There has been a significant increase in the future annual rent for the two units.

The landlord assures us that we are still getting a much better deal than the other businesses at Notley Enterprise Park.

The committee considered the options to have one building, unit 45 against the option to continue renting both units. The one unit rental agreement was a three year term and the two unit agreement was for a five year term.

The option to continue renting both units is the better and preferred option.  
The rent for each unit will increase from £500 to £800 in 2018.

The rent will increase in future years. I estimate the RADMAC Senior membership fee will be as follows in future years:

Year	Unit 45 rent & service charge	Unit 67 rent & service charge	Senior Membership fee
2018	£850	£850	£80
2019	£950	£950	£85
2020	£1050	£1050	£85
2021	£1150	£1150	£90
2022	£1150	£1150	£90

Note: there are other expenses that determine the membership fee not shown here.

Predicted 2018 expenditure = £4235

with 65 paying members = £80 / member [includes a £15 mower contingency fund].

Proposed : Alan Jackson

Seconded : Dennis Norman

**This was then voted upon by all present and was carried.**

#### **8. Notified Business**

The Club constitution requires updating. To agree the principal that this will be carried out by the Committee in the near future, sent out by e-mail and agreed in the same manner.

This was presented by the Club Chairman and agreed to by all those present, it was voted for and passed accordingly. The Committee were therefore given the freedom to revise the constitution, as felt necessary and to present it to the membership for approval by e-mail.

#### **9. Election of Committee Members for 2018**

To vote on the abolition of the position of Club Vice-President.

This (and its reasons) was discussed and was offered to the floor.

Proposed : Al Foreman

Seconded : Dennis Norman

**The block votes from those in attendance were as follows; For 29, Against 1 and abstained 1: Therefore, the motion was passed and the redundant position was removed.**

#### **Committee positions generally**

One new member had put themselves forward:

**Members Rep – John Kinsey**

This created a surplus of five Members Representatives for the four available posts.  
Each was therefore voted for in turn, with the results being:

Dennis Norman - 12 votes

Dave Wilde – 18 votes

David Brain – 17 votes

Paul Jefferies – 16 votes

John Kinsey – 23 votes

Therefore Dave Wilde, David brain, Paul Jefferies and John Kinsey were duly elected, with Dennis Norman being unsuccessful.

The following Committee Members agreed to remain for 2018 – they were unopposed

Nigel Banham	Chairman
Alan Jackson	Treasurer
Chris Bush	Secretary/Welfare Officer
Richard Mathias	Safety Officer
Tony Waters	Safety Officer
Brian Dicks	Grounds Man
Robert Jardine	Grounds Man
Mike Havard	Bar

All of the above were subject to a "Block" vote, after being proposed and Seconded:

Proposed : Alan Wymhurst

Seconded : Trevor Wililiams

**The block vote from those in attendance was carried unanimously.**

#### **10. Clubman of the Year**

The Clubman of the year trophy was then presented to Alan Jackson for his sterling contributions over many years.

The meeting was then called to a close

The meeting concluded at 11.30am

Chris Bush  
RADMAC Honorary Secretary