



Minutes of the IJMC Annual General Meeting 11th January 2020 Darmstadt, Germany

Board Members Present

Reto Senn	Chairman.
Denis Anschling	Vice Chairman
Bill Grimsley	Secretary.
Peter Rutimann	Treasurer.
Heinz Schaer	Judges Representative.
Simon To	Liaison Officer.
Ben Jansen	Public Relations Officer.
Pavel Lapshov	Technical Representative.
Winnie Ohlgart	Honorary Chairman.

Members Present

<u>Austria</u>	P. Cmyral, S. Huss.
<u>Belgium</u>	Y. van Cutsem.
<u>China</u>	Ms. A. Zhao, E. Wong.
<u>China Hong Kong</u>	Y. Zhao, S.To.
<u>Czech Republic</u>	A. Marhoun.
<u>France</u>	D. Anschling, L. Guillory.
<u>Germany</u>	F. Blum, W. Rohm, W. Ohlgart, G. Knorr, H. Westerholt, F. Westerholt, T. Boxdorfer, F Dohrmann
<u>Italy</u>	H. Zilli, M. Inga, S. Marianelli, A. Giombetti, M. Pirotti, L. Pieroni, G.L. Di Marchi.
<u>Luxemburg</u>	L. Gerard, J.Dasbourg.
<u>Netherlands</u>	E. Tjepkema. B. Jansen, M. Penninx.
<u>Russia</u>	P. Lapshov. V. Robertus.
<u>San Marino</u>	S. Silvestri.
<u>Scotland</u>	B. Grimsley.
<u>Spain</u>	E. Campo
<u>Switzerland</u>	R.Senn, H. Schaer, P. Rutimann.

Total of 38 Representatives from 15 Nations

Apologies for Absence

D. Tappin, J. Roth, D. Burns, B. Hazeborg.

1. Approval of the Agenda and the previous Minutes

Approval of the Agenda was given by the members.

2. Welcome Address

Reto welcomed all of the Members to the AGM and explained the procedure for voting and the progress of the meeting, in particular the time limit.

The DMFV once again gave the meeting lunch and Fred Blum was asked to pass our thanks to the DMFV.

3. Chairman's Report

"We could experience one of the most beautiful World Masters in China. This country did everything to make sure that we could go home with beautiful memories.

Unfortunately, the IJMC seems to be in the middle of world events and can no longer be peaceful. This situation is not about money but about enjoying the fun and the sporting honour. Since the Board meeting in November the protest problem has continued without a halt just as if I was still involved in work.

So much so, that yesterday evening instead of having some beer with you, we needed to have an extraordinary board meeting to discuss the situation.

We have had to start today's meeting earlier as each of us has our own opinion on what is right or just.

We have always had minor problems, that is just a part of what we do, but do we have to have the present problem in our hobby.

Now is the time to look forward to the future and return to our basic idea "By Jet Modellers for Jet Modellers".

I have been on the IJMC Board since the beginning and have always thought and worked with a passion for the IJMC. The way things are going at the moment it is not fun anymore.

However, I believe in the IJMC and it is up to you Representatives to ensure that we return the IJMC to what it was and to have fun again."

Reto gave a short thanks to Alessandro Rosina for the work he has done for the IJMC.

Sandro has been with the IJMC for many years and his wish was to be allowed to work with the IJMC as a Board member.

As Liaison Officer he had been actively involved in the procurement of the IJMC Medals.

He was given thanks by the meeting for his work and it was hoped that he would continue as a member of the IJMC in the future as a Representative.

4. Protest during the JWM China.

Reto began his briefing to the Representatives, with a history of the protest made by the Russian Team regarding the Italian competitor, Gian Luca DeMarchi.

The protest led to the formation of an Arbitration Panel as is required by the Constitution.

After due deliberation the panel concluded that no parts of the model should have been removed between static judging and flying. It further concluded that the right-side view

submitted for static judging was of the model and not the subject aircraft. The rear view and the front view of the subject aircraft had parts photo shopped out, such as the aerial and the rudder.

The Arbitration Panel submitted their findings to the Contest Director in writing, who informed the Russian Team Leader of the result. He was also informed of the withdrawal of G.L. DeMarchi from the competition and with that the protest was ended and the protest fee was returned.

The briefing continued by noting that G. L. DeMarchi had signed the declaration sheet at the bottom of which states: -

“I accept that an intentional false declaration will result in disqualification”.

At the final meeting DeMarchi apologised for the false information given and stated that he was not the author of the static documentation. He was asked and agreed to provide the IJMC with the original photographs and to provide more photographs of the series taken at the various visits to collaborate the authenticity of the photographs that had been used.

This was promised within a reasonable time span and to date this has not happened.

After the JWM Reto had asked Mauro Pirotti for the original photograph who then passed the request again on to DeMarchi. The reply from M. Pirotti was to the effect that he had done everything possible but DeMarchi did not want to send anything. Therefore, Mauro stated that he left DeMarchi to his fate, saying that the Italian Team can survive without him.

At the Board Members meeting in November, an application to disqualify DeMarchi for life had been received.

After a lengthy discussion the board agreed that proposal would be raised at the AGM for discussion by the representatives who would decide what to do. It was also decided that an invitation should be given the DeMarchi to address the AGM in his defence.

In an effort to find a fair solution to the problem before the AGM, the CD for the JWM China, Ben Jansen, had contact with Sergio Marianelli, Mauro Pirotti and the Team Manager of the Italian Team on a number of occasions, with no appreciable result.

However, a letter from DeMarchi’s lawyer was received on the 2nd of December, instructing the IJMC that the planned procedure was not compliant with the rules of the IJMC.

A copy of this letter was given out to the representatives for their perusal.

Reto informed the German proposer of the situation, suggesting that they could file an application at a later date once all the facts and the legal position had been ascertained.

On the 17th of December a further communication was received from the lawyer asking the IJMC to confirm that there would be no discussion to disqualify De Marchi under any other business or other proposals. If this did not happen, the lawyer would be obliged attend the AGM.

On the 17th December Pavel Lapshov of the Russian Team wrote to the Board, stating that they would offer the services of a lawyer for our consultation and protection. He also advised that we continue to ignore DeMarchi’s lawyer as the situation has to be put forward to the Representatives as is required by the Constitution.

On December the 19th correspondence was received from Winnie Ohlgart stating that the problem must be raised at the AGM and that the German Team renewed their proposal to disqualify Gian Luca DeMarchi for a lifetime.

There followed lengthy open debate as to what should be decided about DeMarchi and before any decision was made Gian Luca was asked if he wished to address the meeting.

He replied that he had nothing to add.

There was a further proposal to ban DeMarchi for two Jet World Masters, the same as he was for falsifying his documentation at the Swiss Jet Masters. This proposal was not seconded; therefore, the only proposal on the floor was to disqualify him for a lifetime.

The meeting was then asked if they wished to have an open vote or a secret vote. It was decided to have a secret vote and voting cards were distributed to the meeting.

The result of the secret vote was 9 votes to disqualify him, to 6 votes against disqualification.

5. Lessons learned.

As a non-professional organisation, operating with volunteer representatives, Board Members and helpers, we can quickly reach our limits. We urgently need to bring honesty, integrity and fun back into the IJMC. Our slogan must again have priority.

There are too many unregulated matters which now require careful study of the Constitution and amendment after comparison with other model flying associations. This proposed rework must be carried out in preparation for our next AGM in January 2021.

The declaration sheet in particular must be reworded to reflect on the possible punishment for false information and a disciplinary clause must be inserted into the Constitution now.

6. Treasurers Report

The Treasurer projected his Financial Report on the screen for the Members, which he explained in detail showing a balance of **4720.20 Euros** in the account.

This was followed by his budget for the coming year which he also explained, and it was his opinion that the fees should remain at **100Euros**. This was accepted by the Representatives. The accounts were then accepted unanimously by the meeting.

Reto informed the meeting that he had been trying to find an alternative venue for the AGM with no success as this was the best he could get for the cost of the hire of the meeting room and the cost of the accommodation.

7. Contest Directors Report

The following report was given by the CD and illustrated by means of PowerPoint.

Saturday October 12

We had a long day flying to China; the first leg was almost 10 hrs, then a 3.5 hrs wait later followed by a 3.5hr flight then a 1.5hrs flight to Rongcheng and lastly a 2.5 hrs bus drive to the hotel.

The airfield for the competition was impressive with many large tents, a large hangar tent measuring 30x100m and three more of these, one hanger with about 80 stands with food, one with Chinese culture and one with science.

There was a large stand for seating and an enormous video screen.

Several support tents had been erected, a static tent with transparent walls, a large judges retreat and a scoring officer tent.

There were no commercial flights on Saturday as the military blocked the airspace; this was the reason why the preparation of flights caused so much additional stress. The connecting flight for the competitors and judges were postponed from 09:35 till 20:00. That meant a long stopover for some. For example, IJMC Judge Bill Grimsley from Scotland took 51 hrs to eventually arrive on Saturday night at 22:30.

Sunday October 13

The first day of training went relatively well with a great deal of testing and flying practice being done by most of the teams without serious mishap.

It was windy, but very sunny and warmer than anticipated, around 20 degrees.

The Chinese Scale-Jets F-16 in Orange Lion colours lost its canopy opposite of the runway in the swamp. A Chinese Team member went searching for it and after an hour returned triumphantly with the canopy.

The Chinese Team fielded a large number of J-10's 7 in total, all in the exact same colour scheme of the August 1st Aerobatic Team.

The Russian Team were impressive by the level of accuracy of the manoeuvres that they flew. Takeoffs were very scale like, straight flights were rock steady, approaches and landing are textbook. Some minor incidents, a lost tire here and there, but the number of landings were equal to the number of take offs, so no problems.

In the evening the first team managers meeting was conducted in the Swan hotel. This first meeting took a long time as there were many things to explain for the competition such as the judging and the plan for the opening ceremony the next day. There was a report of a hurricane coming our way from Japan which might influence the weather with strong winds for Sunday. At the end of the day we had dinner organised by the organiser for a small group, held at the event hotel from the previous year's IJFM.

Monday October 14

Monday was opening day and after an early breakfast it was quickly off to the field as the teams were expected to be ready and lined up by 830a.m. The arrival of the busses with a great number of schoolchildren all in uniform and marching much disciplined, was impressive.

The ceremony started at 9.00a.m. with all the dignitaries on the podium, including Reto Senn and the China Representative Simon To.

The Teams with their Flags flying together with a jet from each team were in lined up in front of the audience and flanked on both sides with 2 groups of Chinese.

Welcoming speeches were given by many of the guests and a reply was given by Reto Senn.

After the preliminaries was over the opening ceremony ended with an amazing pyrotechnic display and so began the competition.

After lunch the second training slot began, however, most teams elected not to fly as the weather had turned very windy and the planned judges flying training was cancelled.

In the evening an opening banquet had been organised and all the Teams were transported by bus to the venue.

When everyone was seated the Organisers and the sponsors visited every table and were introduced to the competitors, helpers and judges. After this introduction the banquet began. During the dinner we were entertained on the stage with some modern and some very classical performances.

It was a very stylish dinner, great food, plenty of food, impossible to eat it all and after a delightful couple hours we all returned to the hotel.

Tuesday Oct 15

The last round of flying training went according to schedule; however, there were issues with some of the models.

A few of the models suffered flame outs; others lost wheels or tyres and other parts, some had gear extension issues. Unfortunately, Vitaly Robertus lost his Su-27 training machine after severe control issues. The model had some spells of uncontrollability and was on course for landing when just before touchdown it veered off course, stalled the right wing and crashed. The Swiss Team were also unlucky; the Hawk of Sonsokong Sakchai ran out of fuel due to the high wind and the fact that his gear would not retract. The model was severely damaged when it hit a sign just off the runway.

The F-84 of Jean-Piere Zardini of Belgium lost the nose cover, but the Belgium team made new one the next day enabling him to compete.

The organisation was excellent with many volunteers to assist in the many tasks, cleaners to keep the area tidy, with many guards and many students at various posts. When something needed to be done and anything that was requested it was swiftly executed. When competition procedures were explained to the volunteers, often via a translator, the tasks were carried out to the letter.

Even though there were a few start up issues, which were quickly solved, the day ended relatively early with the first round of the 13.5kg class flown and the first two models static judged.

After a productive team managers' meeting, most teams left the field by 1730 to the hotels and planned dinner.

Wednesday October 16

The weather had improved and although less sunny and slightly hazy with less wind it was a nice day for flying.

One of the demonstration models was lost and there was a spectacular safe landing after a Chinese J-10 had a flame out.

The competition got off to a good start although the morning session took some time to get into the rhythm. By the afternoon it was running smoothly and the flight schedule, as well as static, was going as planned with round one 80% complete by the end of flying.

In the evening the board met at 7.30p.m. for an AGM pre-meeting. This was followed at 8.30p.m by a brief team managers meeting.

At 8.50p.m. the AGM began by remembering the friends we lost this year, Marc Froehn and Peter Gutknecht.

The details of the AGM are covered in the Minutes which have been published.

Thursday October 17

Round one was complete and round two got off to a good start and the good flying conditions limited any delays to the schedule.

However, it was felt that there was some radio interference being experienced and some flights were stopped in the interests of safety.

This was causing concern among the competitors. However, when checking with the onsite monitoring team, no problems were recorded. This was also the case when the pilots did not find any frame loses nor experience any fail-safe incidents.

At the team manager meeting at the end of the day the situation was discussed, and it was decided to continue with the competition and to keep a close watch on the monitoring system.

Friday October 18

The monitoring system was checked for interference and no spurious radio signals were found. The weather was again favorable, and the flying continued unabated.

The only problems during round two was two incursions of the safety line when a couple of models crossed it, one on takeoff and one on approach.

Round two was complete by 7.30p.m. This meant that round three would start first thing in the morning.

Saturday October 19.

The competition was now running very smoothly, the radio issues seem have gone and no aircraft were lost.

However, one of the demo pilots did have a problem when his smoke oil tank overflowed into the exhaust system and ignited at start up. The resulting fire was quickly extinguished and although a little charred, it continued with the demo flight.

The afternoon was dominated by the Russian protest regarding an Italian competitor having cheated again.

The protest has been dealt in detail earlier in the meeting.

The nation night was a great success, with many nations presenting some gifts and praising the organizers.

The banquet was excellent with good food, plenty of drinks and an amazing atmosphere, making it a great social evening.

Sunday October 20.

Sunday was the last day of the competition and the remainder of the 20Kg class had to be flown.

The conditions became challenging in the course of the day, as the wind shifted to a full 90 degrees across the runway. This also meant that the wind came rolling over the tents making it very turbulent and making it very difficult flying for the pilots.

Aamer Waheed from Pakistan crashed his aircraft when the Behotec 220 in the Scale-Jets F-16 flamed out with a suspected bearing collapse. There was severe damage to the undercarriage, however, after everyone left, Aamer and helper Wahid continue with repairing his model to a condition that the plane could participate on the runway photo session the next day.

This year the flying was dominated by the young pilots from Germany, Russia and Switzerland, with the youngsters defeating the older generation in flying skills. This is a great development and gives hope for the future of the competition. Also, the fact that we had several new nations participating, gives us hope for future Jet World Masters.

Monday October 21

This being the last day all the models and the pilots, helpers, volunteers and organiser were lined up on the runway and many photographs were taken.

And so the 13th JWM ended with some firework and coloured smoke in the background.

There was nothing left to do but to retire to the hanger and pack all the models away for the return journey to their respective homes.

The afternoon was spent collating and checking the scores and the remainder of certificates where printed by Karin van Hattem. They had to be done by hand, as they are printed on 220gr paper, to thick for the normal printers.

In the evening the closing banquet took place in another large hotel, with the prize giving ceremony during diner. Around 9.30p.m. the IJMC flag was officially handed over to the representative of Austria marking the official end of China JWM 2019.

After Ben's report there was a question raised regarding one of the trophies. This trophy had been awarded to the Swiss competitor instead of the Russian competitor because the entry form had not been signed by the competitor. Ben stated that his decision was in compliance with the rules and that he had to abide by them. After some discussion the feeling was that this was still unfair and should have been handled much better.

It was agreed that new forms will be produced and more checks on the paperwork, so that a similar situation does not happen in the future.

There was some discussion by the representatives at the AGM regarding the interference problem, one of the points being that it should not be left to the pilots to decide to fly or not to fly. The outcome of the discussion was that it was very difficult to make a workable solution as there had been monitoring of the frequency during the event which had shown no problems. However, safety of the spectators and the models was always paramount in this sort of difficult situation.

8. Applications for IJMC Membership

Applications for membership of the IJMC had been received from the following:

Steve Bishop England

James Ladell England

All were accepted unanimously as new members to the IJMC.

9. New IJMC Judges and Retiring Judges

Applications had been received from the following as judges for the IJMC:

Ales Marhoun Czech Republic

Helmut Hallermeier Austria

Lothar Heinrich Germany

All were accepted unanimously by the representatives.

10. Jet World Masters 2021, Austria

There was a presentation given by Peter Cmyral using a video which showed the airfield at Neideroblarn and the facilities available for the Jet World Masters 2021.

The dates are now fixed as the 31st July to the 8th of August 2021 and the website will start up by the end of January 2020 with the first bulletin being published in the first quarter of 2020. The personnel who will be organising the event are now in place and the Organisation Chart was shown to the meeting.

An important requirement is insurance for the event, which is a requirement of the Austrian Aero Club. Peter explained that the DMFV insurance would be accepted and that it was very easy to obtain. He will however, investigate the situation further.

The meeting was informed that the maximum take off weight for the competition would be 25kg wet and that any models over this weight would require permission from the Aviation Authorities.

Reto pointed out that these rules may be changes when the new rule for model aircraft are published later in the year.

The technical Officer will visit the site in due course with a view to monitor progress.

11. Jet World Masters 2023

There was a short presentation given by Ales Marhoun of the Czech Republic bid to host the Jet World Masters in 2023.

The venue for the event would be held at Budejovice airport in August 2023. The airport was shown on video and described by Ales.

Reto thanked Ales for his presentation stating that it was heartening to have another JWM in hand.

At this point there was a short presentation given by Frank Westerholt regarding his feelings about the IJMC rules for the Jet Masters Competition.

The JWM in China was a very impressive competition; however, he felt that the rules for the ratio static to flying should be changed. It was his opinion that the younger pilots were losing out as they could not afford the time and the cost of new aircraft to compete effectively at the same level as the top pilots. Because of this he felt that the younger pilots would lose interest and stop competing which would eventually kill the JWM.

He advocated that the ratio of static points to flying points be changed and to this end the younger pilots had some ideas and intended to raise relevant proposals.

There was some discussion on the matter after which Frank was thanked for his presentation.

There followed a short break during which there was a number of fees paid along with some donations. Aviator Watches were thanked for their continued donations of watches.

12. IJMC Constitution and Rule Change Proposals

	For	Against	Abstention
<u>Documents 1 and 2</u> <u>Rule 1.2 Constitution</u> After discussion the voting was as follows	1	13	1
<u>Documents 3</u> <u>Rule 3.1 Constitution</u> This proposal is not applicable to all countries and is a matter for each individual nation. After discussion the voting was as follows.	14	0	1
<u>Documents 4</u> <u>Rule 3.2 Constitution</u> As document 3. After discussion the voting was as follows	14	0	1
<u>Documents 5</u> <u>Rule 3.3 Constitution</u> As document 3. After discussion the voting was as follows	14	0	1
<u>Documents 6</u> <u>Rule 3.4 Constitution</u> As document 3. After discussion the voting was as follows	14	0	1
<u>Documents 7</u> <u>Rule 3.5 Constitution</u> As document 3 After discussion the voting was as follows	14	0	1
<u>Documents 8</u> <u>Rule 3.6 Constitution</u> As document 3. After discussion the voting was as follows	14	0	1
<u>Documents 9</u> <u>Rule 3.6 Constitution</u> After discussion no vote was taken on this issue.	Withdrawn		
<u>Documents 10</u> <u>Rule 3.1 to 3.5 Constitution</u> As Document 3. After discussion the voting was as follows	14	0	1
<u>Document 11</u> <u>Rule 5.2 Constitution</u> The judges must be listed with the IJMC the year prior to the JWM and must be well trained. After discussion the voting was as follows	Unanimous		
<u>Document 12</u> <u>Rule 9 Constitution</u> After discussion no vote was taken on this issue.	Withdrawn		
<u>Document 13</u> <u>General</u> The requirement for a sun screen is a team responsibility. After discussion the voting was as follows	3	8	4
<u>Document 14</u> <u>General</u> It was agreed that a work group be formed to investigate possible changes to static judging. After discussion the voting was as follows	Unanimous		

	For	Against	Abstention
<u>Document 15</u> <u>Rule 1.0.1 (a)</u> It was agreed the change the 13.5 kg class to 15kg. After discussion the voting was as follows			
<u>Document 16</u> <u>Rule 1.0.1 (a)</u> As document 15. After discussion the voting was as follows			
<u>Document 17</u> <u>Rule 1.0.1 (c) (d)</u> After discussion the voting was as follows	6	7	2
<u>Document 18</u> <u>Rule 1.0.3 Constitution</u> After discussion no vote was taken.			
<u>Document 19</u> <u>Rule 2.0.3</u> The Declaration sheets will be modified for the next JWM 2021 and check by the organisers before the start of the competition. After discussion the voting was as follows			
<u>Document 20</u> <u>Rule 2.0.4</u> After discussion no vote was taken.			
<u>Document 21</u> <u>Rule 2.0.4</u> After discussion no vote was taken.			
<u>Document 22</u> <u>Rule 2.0.5</u> After discussion the voting was as follows	3	9	3
<u>Document 23</u> <u>Rule 2.0.6(a)</u> After discussion the voting was as follows	4	8	3
<u>Document 24</u> <u>Rule 2.0.6(a)</u> It was agreed that an additional judge is required To allow the Chief Judge to focus on his responsibilities. After discussion the voting was as follows	12	2	1
<u>Document 25</u> <u>Rule 2.0.8(c)</u> After discussion no vote was taken on this issue.			
<u>Document 26</u> <u>Rule 2.0.8(c)</u> The removal of parts between static and flying will be reword to remove any doubt of the meaning. After discussion no vote was taken on this issue.			
<u>Document 27</u> <u>Rule 2.0.14 (New Constitution)</u> This will be reviewed and a disciplinary clause added to the Constitution. After discussion the voting was as follows	12	1	2
<u>Document 28</u> <u>Rule 2.0.14 (New)</u> As document 27. After discussion the voting was as follows	12	1	2

<u>Document</u>	<u>Rule</u>	For	Against	Abstention
<u>Document 29</u>	<u>Rule 2.0.16</u>			
An early start to static judging the competition was agreed if required.				
After discussion the voting was as follows				
		14	1	0
<u>Document 30</u>	<u>Rule 2.0.16</u>			
As document 29.				
After discussion no vote was taken on this issue.				
<u>Document 31</u>	<u>Rule 4.0.2(i)</u>			
After discussion no vote was taken on this issue.				
<u>Document 32</u>	<u>Rule 4.0.2(i)</u>			
After discussion the voting was as follows				
		4	10	1
<u>Document 33</u>	<u>Rule 4.0.2(i)</u>			
After discussion the voting was as follows				
		4	10	1
<u>Document 34</u>	<u>Rule 4.0.2(i)</u>			
After discussion no vote was taken on this issue				
<u>Document 35</u>	<u>Rule 4.0.4(d) (New)</u>			
After discussion the voting was as follows				
		2	7	6
<u>Document 36</u>	<u>Rule 4.0.4(d)</u>			
After discussion no vote was taken on this issue.				
<u>Document 37</u>	<u>Rule 4.0.6</u>			
No static scores will be publish before the end of round two.				
After discussion the voting was as follows				
		9	4	2
<u>Document 38</u>	<u>Rule 4.0.6</u>			
After discussion no vote was taken on this issue.				
<u>Document 39</u>	<u>Rule 5.0.4</u>			
After discussion the voting was as follows				
		13	1	1
<u>Document 40</u>	<u>Rule 5.0.4</u>			
After discussion the voting was as follows				
<u>Document 41</u>	<u>Rule 5.0.5(b)</u>			
After discussion no vote was taken on this issue.				
<u>Document 42</u>	<u>Rule 5.0.6</u>			
As the flight schedule are under review no vote was taken on this issue.				
<u>Document 43</u>	<u>Rule 5.0.6.</u>			
As document 42.				
After discussion no vote was taken on this issue.				
<u>Document 44</u>	<u>Rule 5.0.6.</u>			
As document 42.				
After discussion no vote was taken on this issue.				
<u>Document 45</u>	<u>Rule 5.0.6(b) (5)</u>			
After discussion no vote was taken on this issue.				
<u>Document 45</u>	<u>Rule 5.0.6(b) (63)</u>			
After discussion no vote was taken on this issue.				

<u>Document</u>	<u>Rule</u>	For	Against	Abstention
<u>Document 46</u>	<u>Rule 5.0.6(b) (42, 43, and 44)</u>			
After discussion no vote was taken on this issue.		Clarification		
<u>Document 47</u>	<u>Rule 5.0.6(g)</u>			
After discussion no vote was taken on this issue.		Withdrawn		
<u>Document 48</u>	<u>Rule 5.0.4</u>			
This proposal will be reviewed by the Board.				
After discussion the voting was as follows		14	1	0
<u>Document 49</u>	<u>Rule 5.0.6(g)</u>			
After discussion no vote was taken on this issue		Withdrawn		
<u>Document 50</u>	<u>Rule 6.0.1</u>			
After discussion no vote was taken on this issue.		Withdrawn		
<u>Document 51</u>	<u>Rule 6.0.1(F)</u>			
After discussion no vote was taken on this issue.		Withdrawn		
<u>Document 52</u>	<u>Rule 5.0.4</u>			
After discussion the voting was as follows		7	8	0
<u>Document 53</u>	<u>Rule 5.0.4</u>			
After discussion the voting was as follows		3	11	1
<u>Document 54</u>	<u>Rule 5.0.4</u>			
After discussion the voting was as follows		1	14	0

Any Other Business

There was a proposal from the floor to acquire shirts with the IJMC logo. It was requested that these would be different from the shirts that the board and the judges have, possibly a different colour.

It was agreed that this proposal would be looked into in the near future and a reply sent out to the representatives.

There was a question from the Netherlands representative stating that in his opinion there was a distinct lack of report on the web of the JWM China.

The PRO replied saying that there was no one available as everyone was very busy. He also pointed out that the Jet World Masters was more than adequately reported on Facebook and that there was a link direct to Facebook on the website.

There was a question raised by the representatives regarding the next Jet Formation Masters. As there had been no offers of a venue or a bid to host it from any of the IJMC countries, there was nothing to be said at present. It was hoped that this situation would change in the near future and that one of the countries would come forward with a bid.

As there was no further business the date for the next AGM was set for the 9th of January 2021 in Darmstadt and the meeting was closed at 16.15hrs.