British Model Flying Association

CLUB BULLETIN

25th May 2001 Issue No: 122

WHY NOT CHECK OUT THE INFORMATION ON www.bmfa.org

IMPORTANT !!!
SECRETARY PLEASE NOTE

THIS IS THE ONLY COPY OF THE CLUB BULLETIN SENT TO YOUR CLUB. WOULD YOU PLEASE ARRANGE FOR ITS CONTENTS TO BE DISTRIBUTED, AS APPROPRIATE TO YOUR CLUB MEMBERS

PLEASE NOTE THAT AN UPDATED COPY OF THE "EVENTS AND CONTEST CALENDAR" IS AVAILABLE FROM CHACKSFIELD HOUSE ON RECEIPT OF A STAMPED ADDRESSED ENVELOPE

There will be an Areas Council Meeting on 16th June 2001 at 11.00am which is to be held at: Chacksfield House, 31 St Andrew's Road, Leicester LE2 8RE. Tel: 0116 2440028 Fax: 0116 2440645.

A G E N D A

1. Apologies for Absence.

2. Request for Permission to be Absent.

3. Correction and adoption of the Minutes of the Areas Meeting held on 10th February 2001.

4. Matters/Actions Arising from the 10th February 2001 Meeting which are not included elsewhere on this Agenda.

5. To further discuss Area Funding and give results of questionnaire..

6. To discuss retiring Chief Examiners.

7. To receive a proposal from the Northern Area that Paul Blakeborough (028002) is appointed Chief Examiner, Fixed Wing, for the Northern Area.

8. To receive reports from the Achievement Scheme Co-ordinators:

   a) Power
   b) Silent Flight

9. It is proposed that the attached schedules for the Silent Flight Thermal 'A' Certificate and Silent Flight Thermal 'B' Certificate be accepted as part of the BMFA Achievement Schemes. The date of inception of the tests will be the date of publication of the first BMFA News following their ratification.

   Reason
   These two schedules take the achievement scheme on the next step towards full integration. The tests have been designed to require similar standards of pilot competence to the Power 'A' and 'B' and are directly comparable to those tests.

   The new Thermal 'A' replaces the old SF Thermal 'A' which was actually the SFGCC Thermal certificate re-named.
   The new Thermal 'B' replaces the Silent Flight Achievement Scheme Thermal Silver. Initially, anyone with this qualification already will automatically be credited with a Thermal 'B'.
   APPENDICES A AND B.

10. It is proposed that the attached schedules for the Silent Flight Electric 'A' Certificate and Silent Flight Electric 'B' Certificate be accepted as part of the BMFA Achievement Schemes. The date of inception of the tests will be the date of publication of the first BMFA News following their ratification.

    Reason
    These two schedules take the achievement scheme on the final step to full integration. The tests have been designed to require similar standards of pilot competence to the Power 'A' and 'B' and are directly comparable to those tests.
    The new Electric 'A' replaces the old Silent Flight Electric'A' which was actually the SFGCC Electric certificate re-named.
    The Electric 'B' is a completely new qualification.
    APPENDICES C AND D.

11. It is Proposed that an additional paragraph be added to the Member's Handbook, Achievement Schemes, Chief Examiners section as follows:

    Chief Examiners operate within the Area for which they are ratified. If a Chief Examiner is
    (1) requested to operate in another Area for any reason or
    (2) asked to test Examiner candidates from a club in another Area
    they **must** liase with that Area's Achievement Scheme Co-ordinator before taking any further action.

12. It is Proposed that a paragraph is added to the Member's Handbook, Instructor Scheme Section as follows:

WITHDRAWAL OF APPROVED INSTRUCTOR QUALIFICATION
It may be felt at some point, for a variety of reasons, that Approved Instructor status should be removed from an individual. This may be done by Areas Council on the recommendation of the Area Committee concerned (either on request of a Club or on their own behalf). The affected Approved Instructor has the right of appeal to Areas Council, via the Hon. Secretary.

13. It is Proposed that a paragraph is added to the Member's Handbook, Instructor Scheme Section as follows:

LIMITS OF APPROVED INSTRUCTOR QUALIFICATION
Approved Instructors must be current members of the BMFA. Lapsed members will have their Approved Instructor status automatically removed after one year.
From time to time Areas Council may request that a re-ratification of Approved Instructors be carried out. This will apply only to those Approved Instructors not being regularly re-ratified by their clubs.

14. To receive any reports from the following sub-committees:

a) Achievement Scheme Review Committee
b) Education Report
c) BMAC Report

15. To receive reports from Area Committees.

16. To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.

17. Any Other Business.

18. To confirm date of next Areas Council Meeting – 6th October 2001.

****

APPENDIX A

SILENT FLIGHT THERMAL 'A' TEST SCHEDULE

The examination for the thermal 'A' Certificate may be taken on application to a Registered Club Examiner or Chief Examiner. The candidate must successfully carry out the following test.

1. Carry out pre-flight checks as required by the BMFA Safety Codes. Particular attention should be given to airframe, tow hook, control linkages and surfaces.

2. Check the launching equipment is laid out correctly, securely and safely with respect to the field layout. Depending on the launch method, ensure that towlines are in good condition, that the bungee is securely anchored to the ground, that winches and turnaround pulleys are secure and a master on/off switch is fitted to the winch or that, if aero tow is to be used, the tug pilot is aware of the model he will be towing and that a launch plan is agreed.

3. Check that the launch area and landing area are clear both on the ground and in the air and, after complying with the site frequency control system, prepare the model for launch. If a helper is used to launch the model they should be fully briefed as to what is required.

4. Clearly announce "launching" and launch the model under full control, any deviation from the expected launch path must be corrected smoothly and quickly. Complete the launch by releasing the model from the launch line cleanly and level the model into wind without stalling.

5. Fly the model straight and level for at least 15 seconds while pilot and Examiner clear the launch area.

6. At the Examiners call the model should be stalled into wind and recovered smoothly with minimum loss of height, heading into wind.

7. Perform 3 consecutive 360 degree thermal turns to the right or left with minimum loss of height, ending on the same heading as the entry. The model must show no tendency to stall or enter a spiral dive.

8. Perform 3 consecutive 360 degree thermal turns in the opposite direction to above with minimum loss of height, ending on the same heading as the entry.

9. Fly the model up wind to prepare the model for the landing phase. The model should be flown with no tendency to stall and with minimum loss of height.

10. Call “landing” and fly a down wind leg, followed by a crosswind leg and final approach. The crosswind leg may be a continuous turn if preferred and it may be stretched past the centre line of the landing approach to allow control of height but the model must be flown back to the centre line for the final approach. The whole approach should be flown smoothly with no stalling and the turns should have a reasonably large radii.

11. Land the model into wind within 20 metres of a predetermined spot.

12. Retrieve the model from the landing area, informing other pilots that the landing area is clear.

13. Complete post-flight checks required by the BMFA Safety Codes.

14. Repeat the above schedule twice more, giving a total of three flights.

15. Answer at least 5 questions on safety matters from the BMFA Safety Codes.

16. If insufficient height is achieved at launch or very bad sink is encountered that will not allow the completion of the entire test schedule the Examiner may allow an additional flight. If in the opinion of the Examiner a poor launch height is due to pilot ability the test is failed.

17. All manoeuvres must be carried out in airspace pre-determined by the Examiner and Candidate prior to the commencement of the test flights.

18. Aerotow release height will be determined by the Examiner during the launch and should be approximately the same as a bungee, towline or winch launch.

19. The above complete multi-flight schedule is treated as one test attempt. Two attempts per examination will be allowed in any one day.

APPENDIX B

SILENT FLIGHT THERMAL ‘B’ TEST SCHEDULE

The examination for a the Thermal ‘B’ Certificate may be taken on application to a Registered Examiner. The examination may be carried out by:

(a) A Chief Examiner (silent flight qualified)
(b) Two Registered Examiners (the ‘lead’ Examiner must be silent flight qualified).

The candidate must successfully carry out the following test.

1. Carry out all relevant pre-flight checks as required by the BMFA Safety Codes. Particular attention should be given to airframe, tow hook, control linkages and surfaces.

2. Check the launching equipment is laid out correctly, securely and safely with respect to the field layout. Depending on the launch method, ensure that towlines are in good condition, that the bungee is securely anchored to the ground, that winches and turnaround pulleys are secure and a master on/off switch is fitted to the winch or that, if aero tow is to be used, the tug pilot is aware of the model he will be towing and that a launch plan is agreed.

3. Check that the launch area and landing area are clear both on the ground and in the air and, after complying with the site frequency control system, prepare the model for launch. If a helper is used to launch the model they should be fully briefed as to what is required.

4. Clearly announce “launching” and launch the model under full control, any deviation from the expected launch path must be corrected smoothly and quickly. Complete the launch by releasing the model from the launch line cleanly and level the model into wind without stalling.

5. Fly the model straight and level for at least 15 seconds while pilot and Examiner clear the launch area.

6. Fly the model through either:

   Half loop to inverted, hold straight. controlled inverted flight for a minimum of five seconds and then half loop back to level flight,

   or

   Half roll to inverted, hold straight, controlled inverted flight for a minimum of five seconds and then half roll back to level flight.

7. Fly the model on a thermal search pattern. The model is to pass over three points, agreed with the Examiner prior to the start of the flight (e.g. corners of the field).

8. Fly the model through consecutive 360 degree thermal turns to a position a minimum of 100m down wind of the pilot. The model should gain height if in lift or be flown with minimum loss of height if no lift is found.

9. Fly the model a minimum of 150m up wind of the pilot with minimum loss of height.

10. Gain speed and perform a stall turn into wind.

11. Fly the model across wind and stall, recover with minimum loss of height, still heading across wind.

12. Turn the model down wind and stall, recovering with minimum loss of height on the same heading down wind.

13. Call “landing” and fly a down wind leg, followed by a crosswind leg and final approach. The crosswind leg may be a continuous turn if preferred and it may be stretched past the centre line of the landing approach to allow control of height but the model must be flown back to the centre line for the final approach. The whole approach should be flown smoothly with no stalling and the turns should have a reasonably large radii.

14. Land the model into wind within 10 metres of a predetermined spot.

15. Retrieve the model from the landing area, informing other pilots that the landing area is clear.

16. Complete post-flight checks required by the BMFA Safety Codes.

17. The pilot must perform three flights and all sections 6 to 12 must be completed sometime during those three flights, nominating before each launch which parts will be attempted. Sections 1 to 5 and 13 to 15 apply to each individual flight.

18. If the pilot has completed all tasks in 1 or 2 flights they must still perform the total of three flights. In this case the Examiner may ask for any of tasks 7 to 13 to be repeated in the third flight. The cumulative flight time for three flights is to be more than 12 minutes.

19. Answer at least 8 questions on safety matters from the BMFA Safety Codes.

20. If insufficient height is achieved at launch or very bad sink is encountered that will not allow the completion of the test schedule the Examiner may allow an additional official flight. If in the opinion of the Examiner a poor launch height is due to pilot ability the test is failed.

21. All manoeuvres must be carried out in airspace pre-determined by the Examiner and Candidate prior to the commencement of the test flights.

22. Aerotow release height will be determined by the Examiner and should be approximately the same as a bungee, towline or winch launch.

23. The above complete multi-flight schedule is treated as one test attempt. Two attempts per examination will be allowed in any one day.

APPENDIX C

SILENT FLIGHT ELECTRIC 'A' TEST SCHEDULE

The examination for the electric 'A' Certificate may be taken on application to a Registered Club Examiner or Chief Examiner. The candidate must successfully carry out the following test.

1. Carry out pre-flight checks as required by the BMFA Safety Codes. Particular attention should be given to airframe, control linkages and surfaces.

2. After complying with the site frequency control system, prepare the model for launch. The motor start and stop switch/speed controller sequence must be demonstrated to the examiner

3. Check that the launch area and landing area are clear both on the ground and in the air. If a helper is used to launch the model they should be fully briefed as to what is required.

4 Clearly announce, "launching" and launch the model under full control. Any deviation from the expected launch path must be corrected smoothly and quickly. Climb to approximately 100m. Switch off power and transition to glide without stalling.

   From this point on, power must not be used.

5. Stall the model into wind and recover smoothly with a minimum loss of height.

6. Perform 3 consecutive 360 degree thermal turns to the right or left ending on the same heading as the entry with minimum loss of height. The turns should be under control with no tendency to stall or enter a spiral dive.

7. Perform 3 consecutive 360 degree thermal turns in the opposite direction to above ending on the same heading as the entry with minimum loss of height.

   From this point on, power should be used as required.

8. Fly the model up wind to prepare the model for the overshoot/landing phase. The model should be flown with no tendency to stall and with minimum loss of height.

9. Call "landing" and prepare the model for a landing with a down wind leg, followed by a base leg and final approach.

10. Overshoot from below 10 ft and climb back to circuit height. Note that this manoeuvre is an aborted landing, not a low pass.

11. Again, call “landing” and prepare the model for a landing with a down wind leg, followed by a base leg and final approach.

12. Land the model into wind within 2O metres of a predetermined spot.

13. Retrieve the model from the landing area, informing other pilots that the landing area is clear.

14. Complete post-flight checks required by the BMFA Safety Codes.

15. Repeat the above schedule a second time, giving a total of two flights.

16. In addition to the flying schedule, the candidate must answer correctly a minimum of five questions on safety matters, based on the BMFA Safety Codes for General Flying and local flying rules, at least two of which must be specific to electric flight.

17. All manoeuvres must be carried out in airspace pre-determined by the Examiner and Candidate prior to the commencement of the test flights.

18. The above complete two flight schedule is treated as one test attempt. Two attempts per examination will be allowed in any one day.

APPENDIX D

SILENT FLIGHT ELECTRIC ‘B’ TEST SCHEDULE

The examination for the Electric ‘B’ Certificate may be taken on application to a Registered Examiner. The examination may be carried out by:

(a) A Chief Examiner (silent flight qualified)

(b) Two Registered Examiners (the ‘lead’ Examiner must be silent flight qualified).

The candidate must successfully carry out the following test.

1. Carry out pre-flight checks as required by the BMFA Safety Codes. Particular attention should be given to airframe, control linkages and surfaces.

2. After complying with the site frequency control system, prepare the model for launch. The motor start and stop switch/speed controller sequence must be demonstrated to the examiner

3. Check that the launch area and landing area are clear both on the ground and in the air. If a helper is used to launch the model they should be fully briefed as to what is required.

4 Clearly announce, “launching” and launch the model under full control. Any deviation from the expected launch path must be corrected smoothly and quickly. Climb to approximately 100 metres. Switch off power and transition to glide without stalling.

   From this point on, power must not be used.

5, Fly the model on a thermal search pattern. The model is to pass over three points, agreed with the Examiner prior to the start of the flight (e.g. corners of the field).

6. Fly the model through consecutive 360 degree thermal turns to a position a minimum of 100m down wind of the pilot. The model should gain height if in lift or be flown with minimum loss of height if no lift is found.

   From this point on, power may be used as required

7. Fly the model through either:

   Half loop to inverted, hold straight, controlled inverted flight for a minimum of five seconds and then half loop back to level flight,

   or

Half roll to inverted, hold straight, controlled inverted flight for a minimum of five seconds and then half roll back to level flight.

8. Fly the model a minimum of 150 metres up wind of the pilot, gain speed and perform a stall turn into wind.
9. Fly into wind and complete one inside loop.
10. Fly the model across wind and perform an unpowered stall, recover with minimum loss of height, still heading across wind.
11. Turn the model down wind and perform an unpowered stall, recovering with minimum loss of height on the same heading down wind.
12. Fly the model up wind to prepare the model for the overshoot/landing phase.
13. Call “landing” and prepare the model for a landing with a down wind leg, followed by a base leg and final approach.
14. Overshoot from below 10 ft and climb back to circuit height. Note that this manoeuvre is an aborted landing, not a low pass.
15. Again, call “landing” and prepare the model for a landing with a down wind leg, followed by a base leg and final approach.
16. Land the model into wind within 1O metres of a predetermined spot.
17. Retrieve the model from the landing area, informing other pilots that the landing area is clear.
18. Complete post-flight checks required by the BMFA Safety Codes.
19. Repeat the above schedule a second time, giving a total of two flights.
20. In addition to the flying schedule, the candidate must answer correctly a minimum of eight questions on safety matters, based on the BMFA Safety Codes for General Flying and local flying rules, at least four of which must be specific to electric flight.
21. All manoeuvres must be carried out in airspace pre-determined by the Examiner and Candidate prior to the commencement of the test flights.
22. The above complete two flight schedule is treated as one test attempt. Two attempts per examination will be allowed in any one day.

****

FOOT AND MOUTH DISEASE UPDATE

I had hoped that by the time we circulated this edition of the Bulletin, the foot and mouth epidemic would be under control and on the decline. Until yesterday, and the announcement of fresh outbreaks in North Yorkshire that certainly appeared to be the case. Our advice must therefore remain as in previous months that “As an absolute minimum clubs, or where appropriate individuals, must consult with the landlord/site owner for specific local advice, guidance and hopefully permission to re-enter their land to re-commence our model flying activities"”

I know many of you are now back flying, but we must remain ever vigilant until this outbreak is finally over. Our support of the farmers has been overwhelming and we as aeromodellers have set an excellent example for others to follow. My thanks to you all for the way you have handled this matter in your local area, it can only help to secure the long term future for model flying with the landowners to whom you have given such strong support.

Graham Lynn MBE
General Secretary