



British Model Flying Association **CLUB BULLETIN**

16th May 2008

Issue no 179

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

TO ALL AREA COUNCIL MEMBERS

There will be a Meeting of the Area Council on Saturday 7th June 2008 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. Email: admin@bmfa.org

- 1 Apologies for Absence.
- 2 Request for Permission to be Absent.
- 3 Correction and adoption of the Minutes of the Area Council Meeting held on 2nd February 2008.
- 4 Matters/Actions Arising from the Meeting on 2nd February 2008 that are not included elsewhere on this Agenda.
- 5 To receive reports from the Achievement Scheme Controllers.
 - a) Power
 - b) Silent Flight
- 6 To receive the following proposals from Chris Bromley FSMAE Technical Secretary on behalf of the Achievement Scheme Review Committee.
 - a) That a seminar for the Area Achievement Scheme Co-ordinators be held within the next six months, organised and run by the Achievement Scheme Review Committee.**
 - b) That Logbooks be produced for BMFA Examiners to enable them to record all tests taken, including failures.**
 - c) That two new paragraphs be added to the Member's Handbook, page 47, Section 'Club Examiners'.**

A Club has the sole right to specify which Examiners may test their members on their own flying fields. The Examiners may be those ratified annually by the Club or they may be Examiners who are invited by the Club Committee to visit the Club to test members.

This does not restrict the right of model flyers to be tested at a venue and with an Examiner of their choice but it should be noted that any Club may insist on satisfying themselves regarding the flying competence of any member or visitor who has been tested away from the Club and not by their own Examiners.

d) That the following wording be added to the Standards Booklets for the 'A' Certificate (Fixed Wing), the 'B' Certificate (Fixed Wing) and the 'C' Certificate (Aerobatics).

The wording is intended to replace the sections on deadstick landings and to give advice to the Examiner(s) on how they may proceed in any such situation.

Interruptions to the Test

A possibility that may occur during a test is an engine failure part way through which, with helicopters could very well lead to a damaged model. If this is the case then the test obviously cannot continue and you should invoke the rule that the test should be performed in one flight and count the flight as one of the two attempts allowed during the day.

Genuine engine trouble or even engine-out situations during the test may be dealt with in one of three ways.

If the test was being generally flown in a satisfactory manner and the problem can be rectified quickly then the candidate may be allowed to continue the test from the start of the manoeuvre in which the problem occurred.

If the problem cannot be rectified quickly but you consider that it was a genuine unforeseen occurrence, you may annul the test and not count it as one of the two attempts.

If the test up to the point of failure was not satisfactory, you have to option to cancel the rest of the test and count the flight as one of the two attempts allowed during the day.

Obviously, you will have to use your judgement on this matter as there will rarely be black and white situations but how they handled the emergency should be of great interest to you when you come to review the candidate's overall standard of flying.

e) That the following changes be made to the Member's Handbook, Page 60, Column 1, BMFA Qualified Instructors.

BMFA Qualified Instructors

Ratification as a Qualified Instructor (QI) is automatic and there is no test to take but you must comply with two conditions:

(1) You must **hold** an Approved Instructor rating and have held **it** for a minimum of one year,

And

(2) You must **hold** the relevant 'B' certificate **and** have held **it** for at least six months.

You will get the new rating automatically if you already meet or if you attain these criteria.

Note that the QI rating depends on your retaining both the AI rating and the 'B' Certificate. If either of these is lost, in the AI case for instance, by not renewing your membership or by not being re-ratified by a club as and when required, the QI ratification will also be lost.

f) That the 'B' Certificate (Fixed Wing), Page 51, column 1 of the 2007 Member's Handbook, part of Para (m) is modified as follows:

Exceptionally, at a pre-determined point in the flight an intermediate landing may be permitted for the sole purpose of **either** refuelling or the fitting of a freshly charged flight battery. This landing may only be made with the prior consent of the Examiners. **The pre-determined point may be either after a specific manoeuvre or at a specific time of flight, whichever is requested by the candidate and agreed by the Examiners.** Two attempts per examination will be allowed in any one day.

The 'C' Certificate (Fixed Wing), Page 52, column 1 of the 2007 Member's Handbook, Para (m) is modified as follows:

(m) Exceptionally, at a pre-determined point in the flight an intermediate landing may be permitted for the sole purpose of **either re-fuelling or** the fitting of a freshly charged flight battery. This landing may only be made with the prior consent of the Examiners. **The pre-determined point may be either after a specific manoeuvre or at a specific time of flight, whichever is requested by the candidate and agreed by the Examiners.**

The 'B' Certificate (Helicopter), Page 53, column 1 of the 2007 Member's Handbook, part of Para (k) is modified as follows:

Exceptionally, at a pre-determined point in the flight an intermediate landing may be permitted for the sole purpose of **either** refuelling or the fitting of a freshly charged flight battery. This landing may only be made with the prior consent of the Examiners. **The pre-determined point may be either after a specific manoeuvre or at a specific time of flight, whichever is requested by the candidate and agreed by the Examiners.** Two attempts per examination will be allowed in any one day.

- 7 To receive reports from Committees or Co-ordinators related to the business of this meeting.
 - a) Achievement Scheme Review Committee
 - b) Flight Challenge
 - c) Education – *To include report on Youth involvement at committee level (Mike Colling)*
- 8 To receive reports from Area Committees. (Please ensure your Area prepares a maximum of 1 x A4 page synopsis of your report for the meeting. Photocopying facilities are available at Chacksfield House if required.)
To include progress report of Midland Area and South West Area experiment conducting Area business by email.
- 9 To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.
- 10 To confirm date of next meeting.
- 11 Any Other Business.



*****CLUB SECRETARIES PLEASE NOTE*****		
<u>REDUCED FEES FROM 1ST JULY</u>		
ORDINARY FULL MEMBERSHIP FEES		
SENIORS £22.00		JUNIORS £13.00
FAMILY MEMBERSHIP FEES		
SENIORS £22.00	PARTNERS £16.00	JUNIORS £10.00

BUDDY BOX SAFETY

When using a “Buddy Box” system for flying training it is vitally important that you ensure correct operation of the system before each flight is made.

A recent review of incidents and accidents showed a number of cases where aircraft crashed due to problems with the Buddy link. These included broken switches, switches that jammed due to being “gummed up” with fuel, plugs that did not lock securely to the socket, frayed and worn leads leading to poor or intermittent connection.

Another area that has caused problems is the constant plugging and unplugging of the TX connection either for “Buddy Box” use or for flight simulator connection. On some brands of transmitter the socket is mounted directly to a printed circuit board and in some instances repeated use has led to a crack in the host board which is exhibited as an intermittent fault.

For many pilots their second transmitter is one that is not used regularly and is brought out solely for training use, a thorough pre session check should be carried out at the start of the session and a “handover check” carried out as part of the pre flight checks. If there are any doubts over the operation of the system then do not fly with it.

Manny Williamson
Development Officer
On behalf of the Safety Review Committee



The BingoLotto Buddy Programme

- BingoLotto has developed a programme which allows members of an organisation or association within CCPR (including the BMFA) to sell BingoLotto Gamecards direct to friends, fellow members, work colleagues, family and the general public. This programme is called the BingoLotto Buddy Programme.
- BingoLotto and CCPR have agreed that 20% of the proceeds of any Gamecards sold through the BingoLotto Buddy Scheme (£0.40 per ticket), can go direct to the Association or Club that has sold the Gamecards. This money can be kept by the club at the time of sale so there is no waiting around for the funds to become available to you.
- This system will enable Associations and Clubs to create a specific and targeted fundraising campaign in order to raise more money for its club / association. i.e. clubs set their own financial targets such as the purchase price for a new van, boat or equipment and work out how many Gamecards they will need to sell to achieve that target over several weeks.
- The BingoLotto Buddy Programme will motivate members and clubs to work as a team to raise funds for their cause.
- To raise awareness for your individual fundraising campaigns or appeals, BingoLotto will assist with local PR and marketing to kick start the campaign and add legitimacy to the Buddy scheme so that members of the community are aware of what they are doing. We will also run attractive competitions incentivising clubs to sell that could also win them up to £10,000.

What will you need to do?

- BingoLotto Buddies, once signed up to the programme, will decide how many Gamecards they wish to receive every week.
- These Gamecards can then be sold (£2 each) from 6am Saturday morning to Friday noon.
- All UNSOLD Gamecards must be reported back to BingoLotto by Friday noon.
- All money received (less the 20% commission) from the sale of the Gamecards must be banked with BingoLotto the following week.
- That's it!

We want to make the BingoLotto Buddy Programme work for you, to maximise your fundraising potential and minimise the effort involved. This concept is a proven success in Sweden, where BingoLotto ticket sales generated £900 million for Swedish sports clubs, and we want to help you make it a success over here! If you have any queries, please get in touch. We will work with you to ensure you are fully equipped to make a success of the BingoLotto Buddy Programme in your area.

If you are interested in finding out more about how the BingoLotto Buddy Programme can benefit your club and members, please contact FIONA HORTOPP on 07747 835 030 or simply send an email:

Fiona.hortopp@bingolotto.tv

The BingoLotto Buddy Programme for Series 2 starts later in the year, but we would like clubs and members to sign up as soon as possible to assist with planning over the Spring and Summer to enable us to provide you with everything you need in time for the first TV Game— don't delay!