



British Model Flying Association
CLUB BULLETIN

3rd September 2010

Issue no 197

**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 25th September 2010 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

AGENDA

- 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 5th June 2010.
- 4 Matters/Actions Arising from the meeting on 5th June 2010 that are not included elsewhere on this Agenda.
- 5 To receive a proposal from the following Area to appoint a Chief Examiner:

Northern Ireland Area that Robert Wallace, Membership Number 68322 is appointed Area Chief Examiner (Fixed Wing) for Northern Ireland Area.

6 To receive reports from the Achievement Scheme Controllers.

- a) Power
- b) Silent Flight

7 To receive the following proposals from Chris Moynihan, Vice-Chairman:

i) That Areas Council introduce an Indoor **Aerobatic** achievement scheme based on the discussion document circulated with previous Area Council minutes and attached to this proposal.

ii) That the following modification be made to the A & B Certificate (Helicopter) Members Handbook 2010 page 61, column 2 & page 62, column 1:

Remove – **“No artificial stabilisation of the helicopter is allowed other than a tail rotor gyro”**

Replace with – **“Where a fly bar is fitted no other artificial stabilisation of the helicopter is allowed other than a tail rotor gyro. If the helicopter has no fly bar fitted it is acceptable to use an electronic fly bar system, however the extra electronics must only be acting as a fly bar replacement system and must not take over control from the pilot or achieve automated flight.”**

iii) That if the proposal to modify the handbook regarding extra electronic stabilisation for “flybarless” helicopters is accepted, that the following modification be made to the A & B Certificate (Helicopter) Test Standards and Guideline Booklets:

Remove – **“It is acceptable to use an electro-mechanical or solid state gyro in any helicopter being used to take the test although electronic stabilisation is restricted to a single sensor acting in rotation around the yaw axis only. This allows a range of gyros to be fitted, from simple yaw dampers to solid state heading lock units but only acting on the tail rotor.”**

Replace with – **Gyros and Electronic Stabilisation**

“Where a fly bar is fitted, it is acceptable to use an electro-mechanical or solid state gyro in a helicopter being used to take the test although electronic stabilisation is restricted to a single sensor acting in rotation around the yaw axis only. This allows a range of gyros to be fitted, from simple yaw dampers to solid state heading lock units but only acting on the tail rotor.

If the helicopter does not have a fly bar fitted it is acceptable to use extra electronic stabilisation, however the extra electronic stabilisation must only be acting as a fly bar replacement system and must not take over control from the pilot or achieve automated flight.

The use of any autopilot and/or artificial stability features which are (or may be) designed into such units beyond the definition above is not acceptable during the test and is not allowed.”

iv) To remove the following from the Members Handbook 2010, B Certificate Fixed Wing page 59 column 2 section (e):

Remove from after section (e)

“For aircraft (scale aircraft specifically) which for reasons of structural strength or control limitations cannot perform an outside loop, a Split S or Reversal (from level flight, half roll to inverted, hold, then pull through half loop to recover in level flight) may be accepted by the Examiner”.

and also replace

“(i) Gain height and perform a three turn spin. For aircraft which will not spin, a spin attempt resulting in a spiral dive (not necessarily of three turns), will be acceptable. In each case the initial heading and the recovery heading must be into wind and the model must fall into the spin (no ‘flick’ spin entry).”

With

“Gain height and perform a three turn spin, the initial heading and the recovery heading must be into wind and the model must fall into the spin (no ‘flick’ spin entry).”

v) If the proposal to remove the options from the Power fixed wing B test is accepted to modify the B test fixed wing Standards booklet. Page 9, (e) Fly downwind and complete one outside loop downwards from the top i.e. a bunt.

Remove

For aircraft (scale aircraft specifically) which for reasons of structural strength or control limitations cannot perform an outside loop, a Split S or Reversal (from level flight, half roll to inverted, hold, then pull through half loop to recover in level flight) may be accepted by the examiner.

The candidate may request that they fly this option and you will have to decide if this can be allowed. In making your decision, bear in mind that you are testing the pilot, not the model. If, in your opinion, the model is capable of performing an outside loop, then you should request that the pilot flies that manoeuvre. Only if you are certain in your own mind that the model will not bunt should you allow the option.

If you do allow the option, the manoeuvre may be done either upwind or downwind and should be performed on the standard line but from higher than the standard height to allow sufficient room for a smooth safe recovery. The manoeuvre is not performed in front of the pilot and the model should be flown, in level flight and on the correct line, past the pilot for a distance of around 100 yards before the manoeuvre is initiated.

The inverted hold should be for a second or two and there should be no noticeable deviation from level flight during the short time the model is inverted (a small 'down elevator' input may be required). Whilst inverted the throttle should be closed and, as the model slows, a smooth half loop is performed to recover in level flight and on the standard line. A recovery that is significantly off line or too low or a half loop that is pulled too tight are signs that the manoeuvre has not been practised and are not acceptable.

also replace

(i) Gain height and perform a three turn spin. For aircraft which will not spin, a spin attempt resulting in a spiral dive (not necessarily of three turns) will be acceptable. In each case the initial heading and the recovery heading must be into wind and the model must fall into the spin (no 'flick' spin entry).

with

(i) Gain height and perform a three turn spin, the initial heading and the recovery heading must be into wind and the model must fall into the spin (no 'flick' spin entry).

and remove

It may be, in fact, that the model will genuinely not spin without fundamental changes to control movements and/or centre of gravity and this is not what you are testing. In this case a spiral dive is acceptable although you should note that this is not an option. You may only accept a spiral dive if the model has proved to your satisfaction during the test that it will not spin.

Bearing all this in mind, if the model shows a reluctance to spin you should allow the candidate two or three attempts before accepting the spiral dive and moving on, each attempt following the entry procedure outlined above. Note that the requirement for accurate recovery from a spiral dive is exactly the same as for a spin and you should make no allowances beyond those noted above.

Do not accept any excuses from the pilot that his model is too fragile to spin; the section on the suitability of models applies.

vi) To change the A & B certificate (Fixed Wing) standards booklets as follows

A Cert (FW) Page 6, B Cert (FW) Page 7, add the following to the "The Test" section A

"The pilot must stand in the designated pilot area for the entirety of the flying part of the test."

A Cert (FW) Page 7, B Cert (FW) Page 7 replace

"Take off must be done with the model a safe distance from the pits area and on a line which does not take the model towards the pits, other people or any other danger area. The pilot

may stand where he chooses but if he stands out on the strip (behind the model when it starts its run) he should inform other pilots flying that he is going out onto the active area.

With

“Take off must be done with the model a safe distance from the pits area and on a line which does not take the model towards the pits, other people or any other danger area.”

vii) **It is proposed that A tests should always be taken before a B test in all disciplines and therefore the following modification be made to the Members Handbook 2010 Page 53 column 2 “The Radio Control Achievement Schemes”.**

Modify the existing paragraph

“(b) The ‘B’ Certificate which is designed to recognise a more advance pilot’s increased ability and knowledge and a demonstrated high level of safety. A candidate presenting himself for a ‘B’ test must already hold the A certificate in the discipline being tested.”

viii) **That if the proposal that A certificates must be passed before a B test is accepted, that the following modifications be made to all B test guidance notes.**

Remove

“A pilot capable of flying to ‘B’ certificate standards and wishing to go straight to the ‘B’ test without taking the ‘A’ test may do so but candidates should on no account be forced along this path. A flyer, known within a club to be a good pilot, going through the ‘A’ before taking the ‘B’ can be an excellent example to the rest of the club members and this should be pointed out to any candidate wishing to go direct to the ‘B’.”

And replace with

“A candidate wishing to take the ‘B’ must already have passed the ‘A’, however the ‘B’ can be attempted immediately after passing the ‘A’.”

- 8 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
- 9 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.)
- 10 To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.
- 11 To confirm dates of Areas Council meetings 2011.
- 12 Any Other Business.

MEMBERSHIP DEAL

The following CREDITS will be issued from 1st September renewable against 2011 membership

	Seniors	Juniors	Fam Partner	Fam Junior
Sept	£12	£6	£9	£4
Oct	£13	£7	£10	£5
Nov	£14	£8	£11	£6

**THE MEMBERSHIP YEAR OF THE BMFA RUNS
FROM 1ST JANUARY TO 31st DECEMBER EACH YEAR**

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LIMITED

ANNUAL GENERAL MEETING, EXHIBITION AND ANNUAL DINNER/PRIZE GIVING
20th NOVEMBER 2010

This year the AGM will be held again at BARCELO HINCKLEY ISLAND HOTEL, Watling Street, Hinckley, Leicestershire LE10 3JA. Signing in will be from 10am.

Exhibitions of models from the various Technical Committees will be on display. Lunch will be available from 12noon until 1.30pm.

The AGM will start at 1.30pm.

The Dinner and Prize-giving will be held in the evening commencing at 7.15pm.

Dinner Tickets will be £25 and the overnight room charges will be £51pppn for a single room and £71pppn for a double room all including full English breakfast. Dinner Ticket and overnight booking forms will be available from the BMFA office from the 20th September 2010.

Toasts and short after dinner speeches will be made and the presentation of the Society's Trophies to the current years' winners will take place. It is quite a spectacle to see all the gleaming trophies lined up – if you have never seen it, you do not know what you are missing!

After the excitement of the Award presentations, we adjourn to the music and dancing accompanied by a late bar to help things along.

The Free Flight Forum starts at 10am on Sunday morning 21st November, or you could visit the Sports Centre in the hotel, so why not make a weekend of it.

We look forward to seeing you there.

Friday 15th October

Tony Nijhuis & Colin Hammond

Will be at NMAC

to give a presentation about their models

Starts at 8.00pm

Entrance fee £3.00 for Non Members

The Venue address is

**Camp Hill Community Centre,
Dayrell Rd,**

West Hunsbury, NN4 9RR

(5 minutes from junction 15A on the M1).

CONGRATULATIONS!!!!

TEAM SUCCESSES

British Free Flight Team competing at the Free Flight European Championships, Vize-Kirklareli, Turkey

John Carter achieved 3rd place in F1A at the European Free Flight Championships in Turkey. F1A is always the most strongly contested class and John's success is a great result.

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British Control Line Team competing at the Control Line World Championships, Gyula, Hungary.

F2A – Speed

Individual Silver : Peter Halman 300.6 kph

Individual Bronze : Ken Morrissey 300.5 kph

Team Gold again! For the 12th year in succession. With Paul Eisner's 297.2 kph added to the speeds of Peter & Ken, the team total was 898.3 kph – 13kph ahead of the second placed team, USA.

F2D – Combat

Individual **Junior** Silver: Jamie Griffin

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Congratulations to the British Scale Team competing at the Scale World Championships at Czestochowa, Poland.

F4C

Peter McDermott: Bronze Medal

Team Gold Medal

In addition to the above, two Open International competitions were held, F4G and F4H and the following U.K. successes were achieved:

F4G

Peter McDermott: 3rd Place

F4H

Alex Kennedy: 1st Place

Peter McDermott: 3rd Place

Mick Reeves: 4th Place

THE 2010 BMFA ELECTRIC INDOOR MASTERS

Following on from the success of the 2009 competition the BMFA Electric Indoor Masters will again be taking place at the superb Richard Dunn Sports Centre in Bradford.

The date for your diaries is the 11th and 12th of December and a full weekend of indoor entertainment is guaranteed.

The venue provides an excellent flying area plus tiered seating for spectators, why not come along and see some of the top indoor and 3D pilots in the world in action.

For more information go to: www.f3p-uk.org.uk

[To View footage from last year's event check out this excellent Airsports TV coverage](#)

Here are some of the goodies on offer from the BMFA 'Shop' – Check out the website www.bmfa.org/goods/index.html for prices and give us a call to place your Christmas orders!! – 0116 2440028.



The image is a promotional flyer for the BMFA 'Shop' featuring various merchandise. On the left, the BMFA logo is displayed above the text 'British Model Flying Association' and 'SALEABLE GOODS'. Below this, a small grid shows icons for a green jacket, a teddy bear, a blue cap, and a Union Jack. At the bottom left, contact information for the British Model Flying Association is provided. The central and right sections of the flyer are divided into two columns of products. The left column shows a green zip-up fleece (1), a white adult polo shirt (2), and a green bodywarmer (3). The right column shows a teddy bear (4), a Union Jack (5), a BMFA logo (6), a mug (7), a keyring (8), and a pen (9). Each product is accompanied by a small BMFA logo icon.

1 Zip-up Fleece

2 Adult Polo Shirt

3 Bodywarmer

4 Bear

5 Union Jack

6 BMFA Logo

7 Mug

8 Keyring

9 Pen

British Model Flying Association
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www.bmfa.org

Size Chart
Adult Chest Sizes
 Small = 36" Medium = 40"
 Large = 44" XL = 48" XXL = 50"
Junior Chest Sizes
 Age 3-4 = 24" Age 5-6 = 26"
 Age 7-8 = 28" Age 9-10 = 30"
 Age 11-12 = 32"

10 T-Shirt **13 Baseball Cap**
11 Sweatshirt
12 Fleece Hat

14 Stickers (Packs may vary)
15 Enamel Badge
16 Tie **17 Coasters**

18 Junior Polo Shirt
19 Junior Baseball Cap