



*British Model Flying Association*  
**CLUB BULLETIN**

8<sup>th</sup> January 2010

Issue no 192

**WHY NOT CHECK OUT THE INFORMATION ON  
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**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 30<sup>th</sup> January 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](mailto: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 26<sup>th</sup> September 2009.
- 4 Matters/Actions Arising from the meeting on 26<sup>th</sup> September 2009 that are not included elsewhere on this Agenda.
- 5 To appoint a representative to the Awards Committee for 2010.

- 6 To ratify the following members of the Achievement Scheme Review Committee:
- |                         |                |
|-------------------------|----------------|
| Terry Rounce – Chairman | Dick Whitehead |
| Mick Eames              | Bob Mahoney    |
| Chris Bromley FSMAE     | Andy Symons    |
| Peter Spurway           | John Harris    |
- 7 To receive a proposal from  
*London Area that Peter Spurway, Membership Number 54587 is appointed Area Chief Examiner (Helicopter) for London Area.*
- 8 To receive reports from the Achievement Scheme Controllers.
- Power
  - Silent Flight
- 9 To discuss whether the 'A' Certificate must be passed before the 'B' Certificate is attempted.
- 10 A Constitution for the ASRC.
- 11 To receive reports from committees or co-ordinators related to the business of this meeting.
- Achievement Scheme Review Committee
  - Flight Challenge
  - Education
- 12 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.)
- 13 To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.
- 14 To confirm dates of Areas Council Meetings 2010.  
**Saturday 5<sup>th</sup> June 2010**  
**Saturday 25<sup>th</sup> September 2010**
- 15 Any Other Business.  
Note: Items for Any Other Business must be handed to the Chairman of the Meeting **IN WRITING** before the meeting commences. This will be strictly enforced.



### **EVENT DATES FOR YOUR DIARY**

**Jan 22-24 LONDON MODEL ENGINEERING EXHIBITION** Alexandra Palace, North London. Contact Davinder Rai on 01926 614101 or [davinder@meridienneexhibitions.co.uk](mailto:davinder@meridienneexhibitions.co.uk) or see [www.londonmodelengineering.co.uk](http://www.londonmodelengineering.co.uk)

**Jan 23 BMFA NORTHERN AREA INDOOR R/C FLYING 1 – 4pm** Trinity and All Saints College, Horsforth, Leeds LS18 5HD. Contact John Thompson on 01924 515595 or [johnthy99@ntlworld.com](mailto:johnthy99@ntlworld.com) or see [www.na-bmfa.org](http://www.na-bmfa.org)

**Jan 24 BMFA NORTHERN AREA R/C FLY IN 10 – 5pm.** RAF Dishforth North Yorks. Airfield Security in force so all pilots must be registered at least three weeks previous. Contact Peter Hornby 01943 463639 or [pghornby@tiscali.co.uk](mailto:pghornby@tiscali.co.uk)

## Report on Area Council Meeting held on 26<sup>th</sup> September 2009

The following proposal was carried unanimously

**North West proposed that should any vote be taken at ASRC meetings when proposals are made on behalf of the ASRC, the voting should be recorded in the minutes.**

The following Achievement Scheme proposals were all carried unanimously. The inception date is 1<sup>st</sup> January 2010.

*i That the 'A' and 'B' Certificates, Fixed Wing, be each modified by adding the following sentence to the notes after the numbered sections;*

The minimum weight of the model used for taking the test will be 1kg (2.2 lbs).

*ii That if the 'A' and 'B' Certificates minimum weight proposal is passed,*

**It is Proposed that:**

The 'A' and 'B' Certificate, Fixed Wing, guidance notes, 'model' section be modified as follows;

### **The 'A' Certificate.**

Modify the existing paragraph;

The test can be performed with virtually any powered fixed wing model, i/c or electric, **with a minimum weight of 1 kg (2.2 lbs.) without fuel but with batteries.** It is not expected that the test will be taken with an electric powered glider, however, as the Silent Flight Electric 'A' Certificate would be more appropriate to that type of model.

### **The 'B' Certificate**

Add the new paragraph;

**The minimum weight of a model used to take the test is 1 kg (2.2 lbs.) without fuel but with batteries.**

*iii That the following modification be made to the Helicopter 'B' Certificate. Member's Handbook, 2007, page 53, Column 1;*

That manoeuvre (b), the Four point Pirouette with landings, be deleted and replaced with the following:

- (b) Perform one hovering bow tie
- (c) Perform one 4-point pirouette

Renumber the following manoeuvres to suit.

v That should the proposal concerning the replacement of the Helicopter 'B' manoeuvre

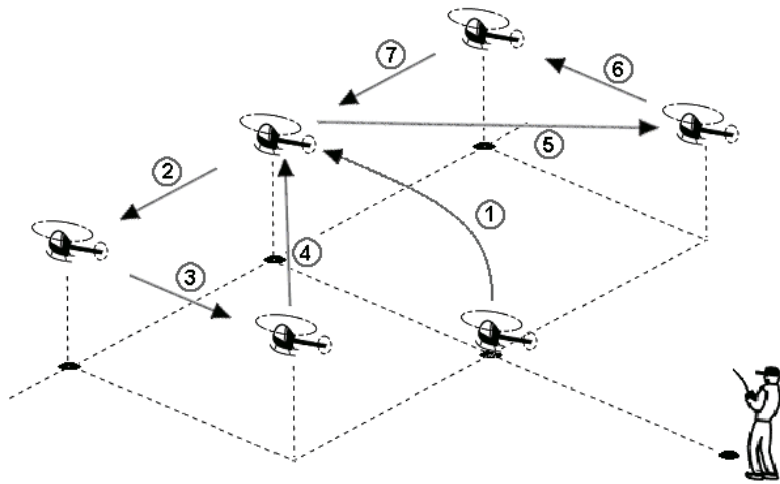
- (b) 4 point pirouette with landings with the manoeuvres
- (b) Hovering Bow Tie and
- (c) 4 point pirouette

be successful, the following changes be made to the Helicopter 'B' Standards Booklet.

### **(b) Perform one hovering bow tie**

All sections of the manoeuvre are numbered and referenced to the manoeuvre drawing. The manoeuvre as described is flown anti-clockwise. However the direction of the flight may be either clockwise or anti-clockwise, at the discretion of the Examiner.

At all times in the manoeuvre, the model must be facing forward.



- (1) The model starts on the TOLP, takes off and flies to a position over the centre marker where it is hovered for about 5 seconds.
- (2) The model then hovers sideways to the left for about 5 metres to a position over the left inner marker where it is held and hovered for about 5 seconds.
- (3) The model then hovers backwards for about 5 metres to a position immediately behind the left inner marker and level with the TOLP where it is held and hovered for about 5 seconds.
- (4) The model then hovers diagonally forward and to the right to a position over the centre marker where it is held and hovered for about 5 seconds.
- (5) The model then hovers diagonally backward and to the right to a position immediately behind the right inner marker and level with the TOLP where it is held and hovered for about 5 seconds.
- (6) The model then hovers forwards for about 5 metres to a position over the right inner marker where it is held and hovered for about 5 seconds.
- (7) The model then hovers sideways to the left for about 5 metres to a position over the centre marker where it is held and hovered for about 5 seconds.

This completes the manoeuvre.

Hover height must be consistent throughout the manoeuvre and there should be minimum wandering away from the straight lines between the designated hovering points as the manoeuvre is flown.

### (c) Perform one 4-point pirouette

From the previous manoeuvre, the manoeuvre is begun with the helicopter hovering over the centre marker, tail-in to the pilot and it is held in that position for about 5 seconds.

The model is then rotated 90 degrees and held in the hover, sideways on to the pilot for about 5 seconds. The model is then rotated a further 90 degrees in the same direction to be nose in to the pilot and hovered in that position for about 5 seconds.

The model is then rotated a further 90 degrees in the same direction to the sideways on position to the pilot and hovered in that position for about 5 seconds.

The model is then rotated a further 90 degrees in the same direction to the tail-in position to the pilot and hovered in that position for about 5 seconds.

The model is then hovered backwards for approximately 5 metres and landed on the TOLP.

This completes the manoeuvre.

The helicopter must rotate either clockwise or anti-clockwise for the entire manoeuvre. The Examiner will state which direction he wishes to see. The clear inference is that the candidate must be competent to perform the rotations in both directions prior to the test.

Hover height must be consistent throughout the manoeuvre with minimum wandering away from the Centre marker. The landing must be within the 2 metre diameter circle centred on the TOLP.

**Further, other changes to various points within the standards booklet be made to bring the booklet into line with the above.**

A discussion document prepared by the PAS Controller was previously circulated and repeated below.

*There are several anomalies with the Areas of operation of Area Chief Examiners (ACE) and Club Examiners (E).*

*With regard to tests for the post of Club Examiner by an ACE this is now very well documented and the system is quite clear to all involved.....if they read the literature.*

*Particular problems arise where Club Examiners test outside of their own club. They may test anywhere, provided they have an invitation from the second club. Area boundaries being completely irrelevant.*

*If this second Club is within the same area as the ACE appointment, the ACE may visit this club without a problem. He may also act as an ACE, with regard to B tests - i.e. no specific requirement for a second examiner.*

*However, if it is outside of his area, the ACE may only visit AFTER reference to the Area Scheme Coordinator for that area. This does not apply to the Club Examiner, so it appears the ACE does not have the same freedom, even to act as a second examiner.*

*It has been practice that an ACE could act as a Club Examiner outside of his Area without a problem. There now seems to be a view that this is incorrect as not all ACE's are Club Examiners. My interpretation is that no ACE can be a Club Examiner as they fall completely outside of any Club ratifications and is completely at the discretion of the Area Committee. Note: Different disciplines are specifically excluded.*

*The logic for this is that 99% of ACE's were Club Examiners before appointment, therefore are well aware of the requirements.*

*There is also the difficulty of Fly-ins and Shows. We seem to have the situation where an ACE (out of Area) cannot do something that a Club Examiner can. This does not seem quite right.*

*However an ACE who is also a Club Examiner (in a different discipline) could then act as a 'normal' Club Examiner, without criticism from anyone.*

*There is a requirement for clarification of Areas of operation so that everyone involved knows what may be undertaken with clear and concise advice.*

The above points were discussed at length.

There was general agreement around the table that it would make sense to give an ACE "Club Examiner" status outside of his Area.

The Chairman requested that the ASRC put together a formal proposal to submit to Areas Council.

### **ASRC report**

It was disappointing that there has been no feedback in relation to the two discussion documents that were appended to the minutes of the last Area Council Meeting, the Indoor Achievement Scheme A & B tests and the Jet 'C'. Because of a lack of response it was felt the documents should be repeated in the minutes of this meeting. See below:

### **Indoor Achievement Scheme A & B tests discussion document.**

Schedules devised for aerobatic models, and specifically designed to be challenging enough to represent a level of achievement advanced enough so indoor organisers will not insist on A certificate as a condition of entry to indoor flying venues.

### **Indoor Aerobatic Achievement scheme "A" test**

Suggested Sequence

- 1) Take off/launch

- Choice of hand launch or roll of ground/floor
- 2) Two consecutive low level left hand circuits, two consecutive high level left hand circuits.
    - Circuits can be either oval, rectangular or square at the discretion of the candidate, however the same circuit type must be used through the complete manoeuvre.
  - 3) Two consecutive low level right hand circuits, two consecutive high level right hand circuits.
    - Circuits can be either oval, rectangular or square at the discretion of the candidate, however the same circuit type must be used through the complete manoeuvre .
  - 4) Fly a “figure of eight” course with the crossover point in front of the pilot.
    - Height to be constant and below 3 meters
  - 5) Fly one inside loop
    - Manoeuvre should be performed in front of the pilot.
  - 6) Fly one outside loop downwards from the top (Bunt)
    - Manoeuvre should be performed in front of the pilot.
  - 7) Fly one double stall turn
    - The model should be flown at 1 – 2 metres high past the pilot from left to right the first stall turn should be performed towards the right hand end of the hall, after the first stall turn is completed the model should return past the pilot at 1 – 2 metres high and the second stall turn performed towards the left hand end of the hall. Both stall turns should be away from the flight line.
  - 8) Perform 1 square or rectangular circuit with 1 full roll on opposite sides of the circuit.
    - Height of manoeuvre should be between 2 and 5 metres, rolls can be in the sides or the front and back of the circuit, the direction of rotation of each roll should be opposite
  - 9) Perform a rectangular approach and land.
    - Landing should be within a 5 metre by 5 metre square in front of the pilot.

Answer 5 Questions based on the indoor code of practice and local flying rules.

### ***Indoor Aerobic Achievement Scheme “B” test***

- 1) Take off/launch
  - Choice of hand launch or roll of ground/floor
- 2) Two consecutive inverted low level left hand circuits, two consecutive inverted high level left hand circuits.
  - Circuits can be either oval, rectangular or square at the discretion of the candidate, however the same circuit type must be used through the complete manoeuvre .
- 3) Two consecutive inverted low level right hand circuits, two consecutive inverted high level right hand circuits.
  - Circuits can be either oval, rectangular or square at the discretion of the candidate, however the same circuit type must be used through the complete manoeuvre .
- 4) Cuban eight
  - Manoeuvre should be performed in front of the pilot
- 5) Multiple inverted (negative) spins.
  - Performed in front of pilot, entry inverted minimum of 2 spins (more at pilots discretion), exit inverted in same direction as entry.
- 6) Two consecutive square loops with half roll in each top leg.
  - Manoeuvre should be performed in front of the pilot
- 7)  $\frac{3}{4}$  snap roll to knife edge, knife edge flight for minimum 5 metres,  $\frac{1}{4}$  roll to level flight.
  - Knife edge flight should be centred on the pilot.
- 8) 5 second prop hang, climb to maximum height, stall turn with multiple positive spins.
  - Prop hang five metres out in front of pilot, canopy towards pilot 2 metres high, climb to stall turn, left or right, multiple spins (minimum 2 spins) in down leg.
- 9) Square harrier circuit.
  - Manoeuvre performed below 2 metres
- 10) Perform a rectangular approach and land.
  - Landing should be within a 1.5 metre by 1.5 metre square in front of the pilot.

### **APPENDIX A 2/3**

Answer 8 Questions based on the indoor code of practice and local flying rules.

### **BMFA Jet C Discussion document**

The purpose of the Jet C is to give those jet fliers who wish something to aim for. It should not be compared to the current fixed wing aerobatic C certificate as it will be testing a different skill set.

The following set of manoeuvres is not a final proposed "schedule", but has been arrived at after discussion with a number of accomplished jet fliers and is being disseminated to a larger group of interested people for their thoughts and further discussion.

We hope to produce a challenging schedule that will represent a high level of achievement for those that take and pass the test. We also hope to provide a test that is as inclusive as possible for jet fliers.

Please also note that various procedures relating to the start up and shut down phases will need to be added.

#### Compulsory manoeuvres

1. Start up and taxi out,
2. Take off and complete a circuit with an aborted landing (not low pass) in the final leg
3. Fly a figure eight with the cross over point in front of the pilot.
4. One inside loop, centred on the pilot.
5. Two Derry turns, one from each direction.
6. One full speed low pass at a height below 10 metres.
7. Fly a Reversal/Split S
8. Slow dirty pass, flaps extended and undercarriage deployed where appropriate, height below 20 metres
9. Fly a rectangular approach and land, with straight safe roll out.
10. Taxi Back and stop, engine shutdown.

#### Optional Manoeuvres (number to be decided)

- 1 High Alpha pass, height below 20 metres
- 2 Touch and Go
- 3 Vertical Rolls (how many? Vertical up or down?)
- 4 Stall Turn
- 5 Knife edge pass, canopy towards pilot
- 6 4 point roll
- 7 Slow roll
- 8 Tail slide
- 9 Cobra
- 10 Rolling circle.

It is expected that many models will not be able to complete all the compulsory and optional manoeuvres in one flight so refuelling stops may be required.

The Achievement scheme review committee invite your comments on the above, if you could send them via email or post to

Andy Symons  
32 Spring Bank Drive  
Liversedge, West Yorkshire  
WF15 7QS

email:- [andysymons@na-bmfa.org](mailto:andysymons@na-bmfa.org)

The Technical Secretary had previously circulated to the meeting a notification of proposed changes to the Air Navigation Order Articles, and are repeated below.

## Annexes

### Annex 1

#### PROPOSED CHANGES TO THE AIR NAVIGATION ORDER ARTICLES

##### Regulation of Small Aircraft

- 98** (1) A person shall not cause or permit any article or animal (whether or not attached to a parachute) to be dropped from a small aircraft so as to endanger persons or property.
- (2) *The person in charge of a small aircraft shall not fly such an aircraft unless he has reasonably satisfied himself that the flight can safely be made.*
- (3) *The person in charge of a small aircraft shall maintain direct unaided visual contact with the aircraft sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels and structures for the purpose of avoiding collisions.*
- (4) The person in charge of a small aircraft which has a mass of more than 7 kg without its fuel but including any articles installed in or attached to the aircraft at the commencement of its flight shall not fly such an aircraft:
- (a) in Class A, C, D or E airspace unless the permission of the appropriate air traffic control unit has been obtained;
  - (b) within an aerodrome traffic zone during the notified hours of watch of the air traffic unit (if any) at that aerodrome unless the permission of any such air traffic control unit has been obtained; **or**
  - (c) at a height exceeding 400 feet above the surface unless it is flying in airspace described in sub-paragraph (a) **or** (b) above and in accordance with the requirements thereof.
- (5) *The person in charge of a small aircraft must not fly such an aircraft for the purposes of aerial work except in accordance with a permission issued by the CAA.*

##### Small Aircraft equipped to undertake surveillance or data acquisition

- 98A** (1) *The person in charge of a small surveillance aircraft must not fly the aircraft in any of the circumstances described in paragraph (2) except in accordance with a permission issued by the CAA.*
- (2) *The circumstances referred to in paragraph (1) are:*
- (a) *over or within 150 metres of any congested area;*
  - (b) *over or within 150 metres of an organised open-air assembly of more than 1,000 persons;*
  - (c) *within 50 metres of any vessel, vehicle or structure which is not under the control of the person in charge of the aircraft; or*
  - (d) *subject to paragraphs (3) and (4), within 50 metres of any person.*
- (3) *Subject to paragraph (4), during take-off or landing, a small surveillance aircraft may be flown within 50 metres but not within 30 metres of any person.*
- (4) *Paragraphs (2)(d) and (3) do not apply to the person in charge of the small surveillance aircraft or a person under the control of the person in charge of the aircraft.*
- (5) *In this article a small surveillance aircraft means a small aircraft which is equipped to undertake any form of surveillance or data acquisition.*

##### Exceptions from application of provisions of the Order for certain classes of aircraft

- 164** The provisions of this Order other than articles 68, 74, 96(1), 97, 98, **98A**, 144(1)(b) and (c), 155(1) and (2) shall not apply to or in relation to: