



British Model Flying Association
CLUB BULLETIN

31st August 2012

Issue no 210

**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 22nd September 2012 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 the 28th January 2012.
- 4 Matters/Actions Arising from the meeting on 28th January 2012 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 Moynihan BMFA Vice-Chairman, on behalf of the Achievement Scheme Review Committee:

- i) That the following be added to the guidance booklet for chief examiners and be recognised as the established procedure for an Area Chief Examiner to carry out assessments for the position of club examiner.

Assessment of Candidates for Club Examiner Status.

The candidate should be fully conversant with the BMFA guidelines and safety codes for model flying, CAP 658 and the requirements of the Air Navigation Order and also the BMFA achievement scheme standards booklets. He should have prepared, before the assessment, suitable questions to ask both A certificate and B certificate test candidates. If the candidate cannot demonstrate this level of knowledge and has not prepared the required questions he should be considered as not suitable for club examiner status and the assessment should not take place.

The assessment will consist of 2 parts, the same procedures and methods will apply for all club examiner assessments in all disciplines.

1) Demonstration flight.

The candidate will be asked to fly the manoeuvres from the B certificate as if he was being examined. The candidate may have a helper and caller if he wishes, however the candidate is expected to be fully conversant with the manoeuvres and the order in which they are to be flown.

The candidate will be expected to fly the B test well enough to achieve a "good" pass, the Chief examiner carrying out the assessment must be satisfied that the candidate has the ability to demonstrate all the manoeuvres in the A and B tests of the relevant discipline, however it is not expected that the candidate fly a perfect B test.

Upon landing, and completion of the post flight checks, the candidate must brief the Chief Examiner on the flight, as part of the briefing the candidate must inform the Chief Examiner whether he considers the flight to have been a "pass" and also point out any errors made. The Chief Examiner will be expecting an honest and accurate appraisal of the flight and if he feels this isn't the case, or the candidate does not mention an obvious error from the flight in the briefing, the candidate should be considered as not suitable.

2) Demonstration Tests.

The candidate must then carry out as a minimum either an A or B certificate examination but preferably both.

The club examiner candidate will be expected to give both a pre-flight briefing to the pilot explaining what he is looking for and the positioning required for each manoeuvre and also a post-flight briefing explaining reasons for failing a candidate where relevant and also pointing out any areas where improvements could have made.

The pilots for these tests can be either actual test candidates, volunteer pilots for the purpose of "simulated" tests or, in the event that no other pilots are available, the Chief Examiner. If the pilots are actual candidates for tests and after the completion of a test a pass has been achieved, the Chief Examiner can award the relevant certificate.

The chief examiner will make his final judgement on suitability for club examiner status based on both parts of the assessment and to award Club Examiner status the Chief examiner must be satisfied that the candidate has a suitably high level of knowledge, flying ability and has the required approach to examining candidates and understands the standards required to achieve passes at both A and B level.

- ii) That in the event that the previous proposal is accepted that the following be added to members handbook.

A guidance booklet for Area Chief Examiners is available which details the procedure that must be followed to carry out the assessment for the position of club examiner. It is recommended that candidates for club examiner familiarise themselves with the procedure.

- iii) That Indoor Aerobatic A and B achievement scheme tests appended as separate documents, be accepted.

- 7 Discussion item from ASRC – *Does Areas Council think that when the achievement scheme controller's submit a report on a candidate for Area Chief Examiner status they should also include a recommendation on the candidates suitability?*
- 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 consider the impact and potential implementation of a “strategy group” from the Areas as outlined in the Southern Area proposal to Full Council in September 2012. (Note this agenda item is only applicable if the Southern Area proposal is passed).
- 12 To confirm dates of Areas Council meetings 2013.
- 13 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.

World Championship Medals for the British CL Speed Team!

2012 Control Line World Championships Medals. In a tense and closely fought Championship, the F2A Speed Team of Ken Morrissey, Peter Halman & Paul Eisner took Championship Team Gold. This is the 15th year in succession that the GBR Speed Team has won the Team Gold medal, making it eight World Championships and seven European Championships in a row. The individual silver medal went to Ken Morrissey. Well done, the unique GBR Speed Team!

STOLEN ITEMS

PLEASE NOTE, IF YOU ARE OFFERED ANY OF THE FOLLOWING ITEMS FOR SALE PLEASE CONTACT JOHN ON 07591 129247.

Big steerman style biplane	fut 6 2.4gig
mighty manock modified for twin petrol	fut 7 2.4g
je venture heli	magreggor 642 tx
blackhorse mustange with mds 61 and fut fm rx	mag 388x tx
Flair mustang 80inch with onboard glow mds 150	loads of engines mainly 1970s
laser arrow (damaged fin)	600 45's large collection of lps
bh speed air with modified tail/fin os 46fx	
Loads of airframes gliders and powered.	
Number of 1970s kits	
loads of servos ect solarfilm	
fut 9pcm tx	
fut 6exa	

RESS RELEASE

FIRST PERSON VIEW FLIGHT FOR BMFA MEMBERS

First Person View Flight (the ability to control an R/C aircraft from a “pilot’s eye” perspective through the use of on board camera and ground based receiving and viewing equipment) is becoming increasingly popular and the ready availability of cost effective lightweight equipment has accelerated this process.

Having monitored the developments and popularity of FPV flight over the last few years we approached the CAA with a view to moving forward and updating the original conditions document produced in 2008. The CAA agreed with this line and decided to hold a meeting of interested parties which took place on the 4th of September which proved to be very positive and productive.

Following the discussions and negotiation with the CAA we are pleased to announce that an exemption should be available at the beginning of October 2012 to all BMFA members permitting the operation of lightweight FPV models without the use of a buddy lead as was previously required in order to comply with Article 166 (3) of the Air Navigation Order.

The exemption will permit fixed wing aircraft weighing up to 1.8kg and rotorcraft up to 2.5kg to be operated with a “competent observer” (subject to agreed guidelines) without the use of a buddy lead.

Airframes above these weight limits can also be flown using FPV but will still require the use of the buddy lead in order to comply with the ANO.

Clearly the major benefit is that First Person View flight will now be more accessible to BMFA members and can take place with appropriate airframes under more relaxed requirements and also benefit from the insurance provided as part of the BMFA membership package (£25 million on any one claim plus personal accident protection up to £35,000).

It is important to remember that any flight that takes place outside of “line of sight” (as defined by the ANO) and above 400ft is illegal.

Further information will be released as soon as the exemption is available and details will also feature in the next edition of the BMFA News and also the Members Handbook.

**Manny Williamson
Development Officer**