



British Model Flying Association **CLUB BULLETIN**

15th May 2009

issue no 187

**WHY NOT CHECK OUT THE INFORMATION ON
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**IMPORTANT !!!
SECRETARY PLEASE NOTE**

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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 6th June 2009 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 31st January 2009.
- 4 Matters/Actions Arising from the meeting on 31st January 2009 that are not included elsewhere on this Agenda.
- 5 To receive a proposal from
Northern Area that Phil Davis, Membership Number 82526 be appointed Area Chief Examiner (Helicopter) for Northern Area.

- 6 To receive reports from the Achievement Scheme Controllers.
- a) Power
 - b) Silent Flight
- 7 To receive the following proposals from Chris Bromley FSMAE, Technical Secretary on behalf of the Achievement Scheme Review Committee:

i) That the 2007 Member's Handbook, page 45 column 1, General, paragraph (b), be modified as follows:

Delete:

(b) The 'B' Certificate which is designed to recognise the pilot's more advance ability and a demonstrated level of safety which may be considered by an event organiser as suitable for flying at a public display.

Replace with:

(b) The 'B' Certificate which is designed to recognise a more advanced pilot's increased ability and knowledge and a demonstrated high level of safety.

ii) That the 2007 Member's Handbook, page 53, The 'A' Certificate (Silent Flight – Thermal), be modified as follows to allow hand launching of the model:

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

(b) Check ~~the~~ **that any** 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 aerotow is to be used, the tug pilot is aware of the model he will be towing and that a launch plan is agreed.

(d) 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, **if applicable**, and level the model into wind without stalling.

(e) Fly the model straight and level for at least 15 seconds while pilot and Examiner clear the launch area. **This does not apply to Hand Launched Gliders.**

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. **Note that this applies to Hand Launched Gliders too and they are not allowed multiple attempts to obtain good launches.**

iii) That if the proposal to include the option to use a hand launched glider for the 'A' Certificate, Silent Flight – Thermal is passed, the Appropriate Test Standards document is modified as follows.

The Model

The test can be performed with virtually any Thermal Soaring Glider model and launch may be by Hand Tow, Bungee, Winch, **Hand Launch** or Aero-Tow. The test will not be taken with electric powered gliders, however, as the Silent Flight Electric 'A' Certificate would be more appropriate to that type of model.

Launch Height, Flight Time and Weather

The test states that "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. **Note that this applies to Hand Launched Gliders too and they are not allowed multiple attempts to obtain good launches.**"

The Flights

(b) Check ~~the~~ **that any** launching equipment is laid out correctly, securely and safely with respect to the field layout.

(d) 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, **if applicable**, and level the model into wind without stalling.

(e) Fly the model straight and level for at least 15 seconds while pilot and Examiner clear the launch area. **This does not apply to Hand Launched Gliders.**

This manoeuvre should place the model upwind of any tow/launch area and in a position where the following manoeuvres can safely be performed (i.e. the thermal circles drifting with the wind should not cause the model to enter any no-fly area. Discuss this with the candidate before the test. **The shorter flight times of hand launched gliders means that Candidate and Examiner should stay together near the launch point and there will be no need to fly for the 15 seconds to allow the launch point to be cleared.**

(l) Retrieve the model from the landing area, informing other pilots that the landing area is clear.

The candidate should NOT take their transmitter with them when retrieving their model and it should be left with a competent person. If no one else is available to hold it then you should offer. When the model has been retrieved and returned to the launching area the transmitter should be returned to the pilot. There is no requirement to turn off the model and transmitter (and then clear frequency control, etc.) if the next flight will be made immediately.

Hand Launched Gliders, by the nature of their flights and flight times, should be landed close to their launch point and launcher. In this case the candidate may retain possession of their transmitter when picking up the glider. However, if a glider lands away from the launch area and must be retrieved then the transmitter must be left with a competent person, exactly as with other types of glider.

Examiners Test Flight Check List

(b)	Check the launching equipment, <i>if applicable</i>			
(e)	Fly the model straight and level for at least 15 seconds whilst clearing the launch area <i>(not applicable to HLGs)</i>			

iv) That the 2007 Member's Handbook, page 57 column 2, Silent Flight Personal Achievement Schemes, paragraph 1, be modified as follows:

The Thermal Soaring and Slope Soaring Personal Achievement Schemes are aimed at giving flyers the satisfaction of achieving set levels of ***proficiency*** ~~competence~~ beyond the 'A' and 'B' Certificates and at their own flying fields without having to take part in contests.

v) That the 2007 Member's Handbook, page 48 column 2, 'A', 'B' and 'E' Certificate Re-Tests, paragraph 2, be modified as follows:

(2) The ASC will pass on any such requests to the appropriate National Scheme Controller who will arrange for a Chief Examiner (CE) from a ***different*** ~~adjoining~~ Area to conduct the re-test by arrangement with the candidate.

- 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 date of next meeting.
- 12 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.

LIST OF REDUCED FEES FROM 1ST JULY 2009

ORDINARY FULL MEMBERSHIP FEES

SENIORS	£22.00	JUNIORS	£12.00
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FAMILY MEMBERSHIP FEES

SENIORS £22.00	PARTNERS	£16.00	JUNIORS £9.00
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**ANNOUNCING
THE 2009 CHILDREN'S FLIGHT CHALLENGE**

We are very pleased to announce the launch of the 2009 Children's Flight Challenge in conjunction with the Royal Navy, again taking place at the exciting venue of the Imperial War Museum, Duxford, in the spectacular Airspace Building.

The date for your Diary is Saturday the 20th of June, entry to the competition and museum will be free of charge for team members plus two helpers per team (a discounted entry fee will apply for others attending as part of this event).

The closing date for entries is 1st June 2009 and the competition categories are as follows:

Junior team	Up to 12 years old (including Year 7)
Senior Team	Up to 14 years old (including Year 9)
Premier League	Up to 16 years old (including Year 11)
Elite Competition	Up to age 18 (at date of competition)
Gyminnie Cricket	Up to age 18 (at date of competition)

Be sure not to miss out on this fun filled and educational activity, to enter a team(s) from your school or youth group in the 2009 Flight Challenge download entry form on the website: <http://www.bmfa.org/flightchallenge/index.html>
Alternatively call 0116 2440028 and request entry form.

You will receive a starter pack which includes rules for all classes and a free BMFA/ROYAL NAVY Dart Kit.

Please note that the British Model Flying Association does not seek to profit from this competition but only wishes to introduce young people to aviation using affordable and achievable means.

Manny Williamson
BMFA Development Officer/Challenge Co-ordinator

KNOW YOUR BMFA INSURANCE

It is clear that there are many important benefits to being a member of the National Governing Body for model flying of which one of the most significant is the insurance cover provided to protect members should they be involved in an incident.

The way in which the insurance works is one of the largest areas of misunderstanding and despite a number of articles already being published on the subject I regularly receive queries, and hear lots of misquotes and inaccurate information.

The aim of this article is to summarise the way in which the insurance works, it may not make for riveting reading, but I would suggest that you stick with it as it is an important part of your membership package.

The first and most important point to remember is that the primary function of the insurance is to protect the insured BMFA member in the event of a claim being made against them following an incident. If a model flyer were to be found responsible for an incident and carried no insurance, then they would be personally liable for any damages or costs awarded under the jurisdiction of a civil court and could stand to lose everything, this has happened. The process following an incident is described below.

- When a BMFA member is involved in an incident, the first thing he should do is to contact the BMFA office and request an incident report form (this procedure is covered in the Members Handbook and I would suggest that you take a look at pages 8, 9 and 10, the first couple of paragraphs on 8 sum up the basic principle of the policy, the Handbook is also available to download at <http://www.bmfa.org/handbook/index.html>)
- This form should be completed accurately and honestly and returned to the office (if the incident is damage to property then a cheque to cover the £50.00 excess is required, if it is injury to a third party there is no excess) this form notifies us and the insurers that there is potentially a claim coming from a third party.
- At this stage nothing more will happen until the third party makes a statement of claim against the insured member, it is this that triggers the insurance into action on behalf of the insured member.
- What happens next varies depending on what the member has put on the form. If the information on the form clearly identifies the member as being at fault (e.g. I flew through the sun and then applied an incorrect control input, it was my fault that the model hit Fred Blogg's car) then there is a very good chance that the insurers will pay out as the pilot is clearly liable.
- However if the form indicates that the pilot had done everything in his power to ensure the safety of the flight and in the section that asks for the cause of the accident the pilot has written "I don't know, it wasn't my fault" or "unidentified interference" then the insurers will defend this position and the onus is then on the third party to convince the insurer otherwise before they will consider any payout.
- If there is a dispute between the third party solicitors and the insurers on a settlement, then it will be referred to a civil court who will make the decision on where the legal liability for the incident rests, this is an important point as you need to be clear that we are talking about legal liability as defined under UK law.
- The insured member will have very little involvement in this process other than to pass on any correspondence received from the third party, their insurers or their solicitors to the BMFA office. Remember the BMFA insurers are acting on your behalf and will generally not require your input after the initial form filling (they may occasionally contact you for further information or to clarify details on the form).

From this you will see that there will inevitably be times where a third party does not receive a payout for damage or injury caused by a model aircraft because no legal liability is proven on the part of the pilot, however the vitally important point is that whichever way the case goes the insured member is protected, either there will be no liability established and hence no payout, or liability will be proven against the pilot and the insurance will respond on his behalf. This is the way in which all liability cover operates.

As a point of interest the third party liabilities portion of your car insurance works in exactly the same way, your insurers would never pay out to a third party unless liability had been established on your part, the only difference is in accidents involving two vehicles somebody is always responsible, but again it would be down to a civil court to establish who (in reality the two insurance companies tend to fight it out between them as it is much cheaper).

You will note from your policy documents (and the Handbook) that “member to member cover” is included in the BMFA policy. This means that one member is able to make a claim against another member following an incident; most policies would not allow this and specifically preclude members of the same organisation or club from claiming against each other (this cover is added as an extension on our policy).

The process for member to member claims is exactly the same and still relies on liability being proven on the part of the insured.

People naturally assume that because they are a BMFA member and the person flying the model is a BMFA member that they will receive an “automatic payout” if (for example) their vehicle is damaged at the flying field, but no insurance works in this way.

As you can see the important function of the insurance is to protect you the member, in circumstances where a third party makes a claim against you. The cover provided is extremely broad, however as with any policy there are certain exclusions to the cover and you should take a few moments to familiarise yourself with these (you can find these on your membership documents).

If you are unfortunate enough to be involved in an incident when you are flying remember the following points.

- Stay calm
- Never admit liability to the third party
- Exchange contact details with the third party
- Remain civil and polite
- Refer them to the BMFA office if they require further information
- Contact the office and request an incident report form at the earliest opportunity
- Complete the form honestly and accurately
- If you are unsure how to complete the form contact the office for assistance and guidance
- Return completed form to BMFA with cheque for policy excess where required
- Forward on any correspondence from the third party to the BMFA office

Manny Williamson
Development Officer
British Model Flying Association
0116 2440028
admin@bmfa.org

Report on the Area Council Meeting held on 31st January 2009

Keith Miller FSMAE was appointed Areas Council Representative to the Awards Committee for 2009.

Achievement Scheme Review Committee

The ASRC members were ratified as follows:

Terry Rounce Chairman
Dick Whitehead
Andy Symons
John Harris

Mick Eames
Chris Bromley FSMAE
Peter Spurway

An action was placed on ASRC to review the Silent Flight 'A' Certificate with regard to including hand-launching.

The following proposals were carried unanimously.

The 'A' Certificate (Helicopter), Page 52, column 2 of the 2007 Member's Handbook, Paras (b), (c), (d), (e), (f), (g), (h) and (i) is modified as follows:

(b) Take off and hover tail in over the take off point, with the helicopter skids at eye level, for ~~approximately fifteen~~ **about twenty** seconds.

(c) Hover the helicopter slowly forwards for approximately five metres, stop, and hover ~~briefly~~ for **about five seconds**.

(d) Hover the helicopter slowly sideways for approximately five metres, stop, and hover ~~briefly~~ **for about five seconds**.

(e) Hover the helicopter slowly sideways in the opposite direction for approximately ten metres (five metres past its original position in front of the pilot), stop, and hover ~~briefly~~ **for about five seconds**.

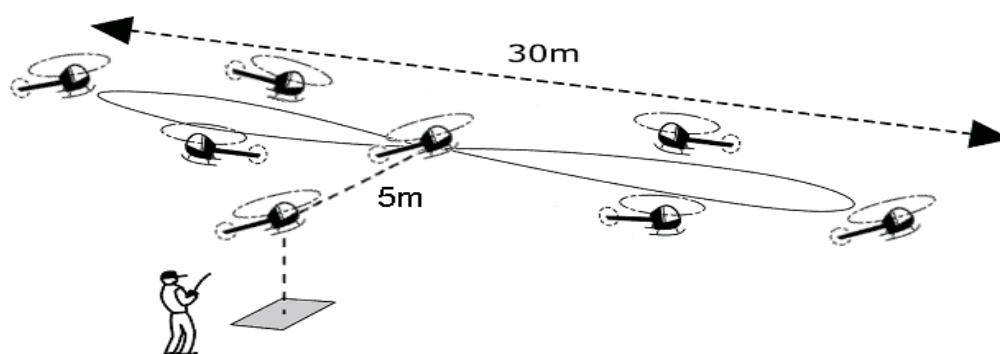
(f) Hover the helicopter slowly sideways in the first direction to bring it back to its original position in front of the pilot, stop, and hover ~~briefly~~ for **about five seconds**.

(g) Fly slowly backwards, bringing the helicopter back to its original position over the take off point, stop, hover ~~briefly~~ for **about five seconds** and land.

(h) Take off and ~~hover briefly~~ **fly forward for approximately 5 metres to a point over the centre marker, stop and hover for about five seconds**. Turn 90 degrees either left or right and fly forward to perform two 'lazy eights', each at least 30 metres in length. Each time the helicopter passes in front of the pilot it must be sideways on to the pilot and throughout the manoeuvre the model must be flying forward, not sideways.

(i) ~~At the conclusion of the 'lazy eights', bring the helicopter to a halt above the original take off point, hover briefly and land.~~

(i) At the conclusion of the two 'lazy eights', bring the helicopter to a halt sideways-on over the centre marker, turn the model tail-on to the pilot and hover for about five seconds. From this point fly the model to a landing on the original take off point.



That the re-write of the 'A' Certificate (Helicopter) and 'B' Certificate (Helicopter) Standards Booklet be accepted.

That the changes promulgated in the new Helicopter 'A' and 'B' Standards Booklets, specifically the handling of Electric models and the new arrangements for the return of pass certificates be accepted for all other Standards booklets where they are appropriate.

That the Four Point Pirouette and the Pilot's Pirouette are removed from the Helicopter 'B' Certificate test schedule and replaced with :-

Perform one Four Point Pirouette with Landings

This is, in effect, a four point pirouette with a landing and take off at each of the 'held' positions during the manoeuvre.

On condition that the above proposal is passed **It is Proposed that:**

the Helicopter 'B' Standards booklet be altered by the deletion of information on the Four Point Pirouette and the Pilot's Pirouette and that the following is added:

Perform one Four Point Pirouette with Landings

The helicopter is in its normal take-off position, on the take off/Landing pad (TOLP) and tail-in to the pilot. The model lifts off into a stable hover from the tail in position is held in that position for about 5 seconds. The model is then rotated 90 degrees and then landed on the TOLP, sideways on to the pilot.

The model again lifts off into a stable hover in the sideways on position and is held in that position for about 5 seconds. The machine is then rotated a further 90 degrees in the same direction to the nose in position and then landed on the TOLP, nose in to the pilot.

The model again lifts off into a stable hover in the nose in position and is held in that position for about 5 seconds. The machine is then rotated a further 90 degrees in the same direction to the sideways on position and then landed on the TOLP, sideways on to the pilot.

The model again lifts off into a stable hover in sideways on position and is held in that position for about 5 seconds. The machine is then rotated a further 90 degrees in the same direction to the tail in position and then landed on the TOLP, tail in to the pilot.

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 TOLP. All landings must be within the 2 metre diameter circle centred on the TOLP.

Note that no times are stated between each 90 degree rotation and the subsequent landing. This will depend on the skill level of the pilot and may range from a descending 90 degree corkscrew turn, landing in the appropriate orientation, to a pilot who wishes to stabilise the model in it's new orientation before making a conventional descent and landing. All are acceptable as long as the 90 degree change in orientation of the model is reasonably accurate and the landing is acceptably gentle and on the TOLP.

End of proposal.....

A lengthy debate ensued and arguments were heard both for and against the removal of the Four Point Pirouette and Pilot's Pirouette.

Vote on the proposal: For: 11 Ags: 4 Abs: 5
The proposal was carried by a majority vote.

The inception date for implementation of all the above proposals is 1st May 2009.

APPENDIX as follows was attached to the Minutes of the meeting.

The AHA committee would like to issue the following official statement to be included in the minutes of this meeting, on behalf of its members regarding the potential changes to the BMFA helicopter B certificate as proposed by the Achievement Scheme Review Committee (ASRC). The AHA committee has canvassed the membership for their opinions to assist in the preparation of this statement.

The new manoeuvre, the four point pirouette with landings, which the ASRC are proposing to replace the 4-point and pilot's pirouette is a very demanding manoeuvre which, although a worthy test of a pilot's ability, we feel is not a suitable replacement for these two manoeuvres.

The Achievement scheme is and always has been aimed at the average club flyer and is designed to encourage pilots to improve their skill and to operate their machines in the safest way possible and rewards their efforts. Whilst the AHA has no wish to 'dumb down' the test, the achievement scheme requirements should be realistically attainable. We feel that many pilots will find this manoeuvre very intimidating and choose not to attempt this certificate for that reason; this is something that must be avoided at all cost.

Furthermore this manoeuvre does not test the same elements of flying and skill as the manoeuvres which it is intended to replace. If the new B certificate does not test the same key points of skill and safe operation then the ASRC run the risk of de-valuing every single B certificate issued to date. Even in its current state the AHA feel the B certificate does not fully test a pilot's ability to move a helicopter in all directions including backwards and sideways flight. This is part of the reason we were opposed to the removal of the revised hovering M in 2007. However our views were ignored - we were over-ruled.

The AHA also has concerns that the B certificate is largely misunderstood by many people who view it as a permit to fly at demonstrations and competitions in front of members of the public. Indeed even the CAA accepts the B certificate as a qualification for a pilot to fly models over 7kg. This situation must not be allowed to continue there must be a clear definition of exactly what the B certificate means to all concerned including and most especially the CAA.

The ASRC have actively chosen not to seek advice from the AHA on matters relating to the helicopter B certificate and indeed have strongly opposed proposals we have made regarding the recent changes. The Technical Council specifically asked the ASRC to "always seek technical expertise and approval from the appropriate Technical Committees regarding any changes to the technical elements of the Achievement Scheme tests." This proposal was agreed unanimously and recorded in the minutes of the Technical Council meeting of 20th October 2007. The ASRC have chosen to ignore this because they do not fall under the jurisdiction of the Technical Council. The AHA feels that ignoring the advice of the specialist body could leave the ASRC and indeed the BMFA vulnerable in the event of an accident that involved a B certificate pilot tested using an unapproved schedule of manoeuvres.

The primary concern of the AHA is safety at all times for everyone including pilots and examiners as well as the general public. It is with this in mind that we do not support the potential changes to the B certificate testing as proposed by the ASRC for the reasons stated above.

The AHA will, however, remain as always prepared to discuss and offer advice to the ASRC on matters relating to the technical elements of the helicopter achievement schemes. We do not wish to be in a situation whereby we do not recognise the B certificate as a suitable test of a pilot's ability.

Roger Mayo
AHA Chairman
For and behalf of the AHA Committee and Members

A proposal was received from Mid West Area

that the Areas Council initiate the development of an Indoor Achievement Scheme for pilots for flying indoor r/c models; the scheme to be similar in structure and purpose to our existing schemes.

There was an amendment to the proposal as follows which was carried unanimously.

That the last clause in the proposal “ the scheme to be similar in structure and purpose to our existing schemes” is deleted.

The substantive proposal as follows was carried by a majority vote.

That Areas Council initiate the development of an Indoor Achievement Scheme for pilots flying indoor r/c models.

The Development Officer reported on aero tow exemptions for aero tows with models over 7kg.

We have been working with the CAA for a reasonable amount of time to free up the way in which aero tow can take place and the location that it can take place in.

One of the concerns was that although all the big events have proper exemptions or take place in controlled airspace we are aware that some aero tow activity takes place at normal Club sites and is illegal due to the fact that it uses models over 7kg and they are going above 400ft.

In some cases people choose to ignore the fact that it is illegal and in some cases they are not aware.

A document has been submitted to the CAA outlining a procedure which will hopefully be implemented.

The way it will ultimately work we hope is that people wishing to do aero tow at a recognised Club location will be able to apply to the BMFA for an exemption. We will check them and send them on to the CAA for final approval.

There will be conditions and at the moment it is looking like there will be a maximum height of 1500ft which is quite good. They do not want to see permissions being put forward for seven days use. They will not use the words “annual exemption” but in most cases that is what it will tantamount to.

A notice will be placed in BMFA News as soon as we have official approval from the CAA.

Report on the Technical Council Meeting held on 28th February 2009

Silent Flight Rule Change proposal

An action was placed on the Comp Sec and SFTC at the last meeting to review the SF Rule Change proposals and make relevant changes. A meeting was held with all parties and the outcome of the meeting was an agreed set of proposals as follows and were sent to the FAI by the due date of 15th November 2008 and appear on the 2009 CIAM Plenary Agenda:

AEROMODELLING COMMISSION (CIAM) - PROPOSAL FORM

Date: 10 Nov 08
Proposal submitted by: United Kingdom
Sporting Code Volume: F3 Radio Control Soaring
Heading of section: 5.3 CLASS F3B THERMAL SOARING MODEL AIRCRAFT
Class: F3B
Number & heading of the paragraph 5.3.2.2. Launching

Page number if appropriate: 11 (2008 volume)

Type the instruction in the space below:

(show deletions by strikethrough ~~example~~ and additions as **bold underlined**):

In sub-paragraph f) delete the first sentence and replace with:

The battery may be charged on the winch line, but only by means of another battery of similar size and capacity. Any charger used must have an automatic cut-off to prevent over charging and risk of explosion.

Reason(s):

Modern chargers are now capable of charging lead acid batteries without risk of explosion. The work load of teams would be reduced by not having to remove batteries to the pit area for charging.

Type out supporting data for proposed technical amendments in the space below:

None

Report cont'd.....

Technical Council ASRC Representative

Chris Bromley FSMAE was appointed Technical Council Representative to the Awards Committee for 2009.

CIAM Agenda

The FAI Delegate guided the meeting through the ABR General Section of the CIAM Agenda, extrapolating relevant advice from the members on the course of action as guidance for his attendance at the Plenary meeting in March 2009.

Proposal from R/C Power Technical Committee that Technical Council reviews Areas Council decision regarding the Helicopter 'B' Certificate raised the following discussion.

The Chairman, as a member of the Achievement Scheme Review Committee (ASRC), declared an interest in this item and handed the meeting over to the Vice Chairman (Competition Secretary).

A lengthy debate ensued during which Peter Christy and the Technical Secretary provided background information and put forward arguments on behalf of both AHA and ASRC respectively.

One of the points raised is the different interpretations of what the 'B' Certificate is (Certificate of competency or personal achievement) and whether it is for a specific purpose. It was also pointed out that there is no consistency in the various places where the 'B' Certificate is mentioned or listed.

The meeting concurred that something should be done about this. It was suggested an agreement is sought by email to verify a form of words. The Competition Secretary was enlisted to do this. She was also tasked to organise a Technical Council postal ballot to agree the agreed wording, which will go forward to Council as a proposal from this Technical Council.

The majority of the meeting also concurred that this Council should put a proposal to Full Council that ASRC must consult and be guided by the relevant Specialist Body for the component parts of the appropriate 'B' Certificate. No action was placed on anyone to initiate this.

Proposal from R/C Power Technical Committee to discuss the proposed Jet C/J Certificate.

Julian Swiestowski briefly presented a background case on behalf of Specialist Body JMA (Jet Modellers Association).

The Technical Secretary, who is a member of the ASRC, responded by providing some background history with regard to the idea of a Jet qualification, explained the logical sequence that is being followed and set out where we are at the present time with the evolution of the Jet 'C' Certificate.

The JMA representatives had not been made privy to this information, despite the very early and lengthy involvement of the JMA/GTBA. However they were happy with what they had heard today and are happy to work with the ASRC.

The Technical Secretary assured the JMA representatives that as soon as we have a skeleton of a flying schedule put together we will be inviting JMA to comment. However, that said, the ASRC can only consider their comments it does not mean they will adopt everything they put forward.

The Technical Secretary also pointed out that contrary to the belief by some people that all 'C' Certificates will be based on the Aerobatic 'C', this is not the case. Every 'C' will be tailored to the discipline it is aimed at.

British National Model Flying Championships

RC, C/L and
Scale



BMFA

29th - 31st Aug

Nationals 2009
www.bmfa.org

RAF Barkston Heath on the B6403, 5 miles North of Grantham
by kind permission of the Commanding Officer, RAF Cranwell

Tel: 0116 2440028 E-mail: admin@bmfa.org