

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD

(T/A British Model Flying Association)

TO ALL AREA COUNCIL MEMBERS

There will be an Area Council Meeting on Saturday 7th June 2008
at 11.00am at Chacksfield House, 31 St Andrew's Road, Leicester LE2 8RE

Tel: 0116 2440028 Fax: 0116 2440645.

A G E N D A

- 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.

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.

Linda Harding
Office Manager.
16th May 2008

CIRCULATION:

All Council Members
SAA Delegate
All Area Chairmen
All Area Secretaries
RNMAA Chairman
All Area AS Co-ordinators
PAS Controller
SF AS Controller

All Tech. Comm. Chairmen
Fellows (as requested)
Club Bulletin
Office Manager
Accounts Manager
BMFA News Editor
Flying Site Adviser
Development Officer
Chief Executive

PROPOSAL to AREAS COUNCIL
7th June, 2008

It is Proposed that:

A seminar for Area Achievement Scheme Co-ordinators be held within the next six months, organised and run by the Achievement Scheme Review Committee.

Reasons

The success of the recent Area Chairman's Seminar has shown that targeted meetings, rather than general ones, are a way to get the attendance needed in certain areas. The Area Achievement Scheme Co-ordinators have never met as a group and, in many cases, are working with little information and, inevitably, with different standards. The ASRC believes that a meeting of Area ASCs will be of great benefit to all, not only in the Committees aim of trying to harmonise the National standards within the scheme countrywide but also in getting feedback from the ASCs which will enable the ASRC and Areas Council to provide more informed help with making the running of the schemes more effective.

Chris Bromley, FSMAE.
BMFA Technical Secretary
For the Achievement Scheme Review Committee
8th May, 2008

PROPOSAL to AREAS COUNCIL
7th June, 2008

It is Proposed that:

Logbooks be produced for BMFA Examiners to enable them to record all tests taken, including failures.

Reasons

When an area committee has a requirement to appoint an Area Chief Examiner currently they do not have enough information regarding how active the candidate has been as a club examiner. The office can only provide information on 'passes' and does not store any information on failed tests.

Having examiners send in test forms for failed tests is impractical and creates extra work for both the examiner and the office. The introduction of a simple log book which the examiner can keep basic information regarding the test and which is signed by those taking the tests, and can also record details of any examiners workshops attended would provide a means to gather this extra information.

This extra information would then help the area committees make a much more informed decision when selecting candidates for the post of ACE.

Chris Bromley, FSMAE.
BMFA Technical Secretary
For the Achievement Scheme Review Committee
8th May, 2008

PROPOSAL to AREAS COUNCIL

7th June, 2008

It is Proposed that:

Two new paragraphs be added to the Members 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.

Reason:

This sets out what has become standard practice in many clubs and it clears up several 'grey areas' that have been queried regularly.

Chris Bromley, FSMAE.
BMFA Technical Secretary
For the Achievement Scheme Review Committee
8th May, 2008

PROPOSAL to AREAS COUNCIL
7th June, 2008

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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.

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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.

Reasons

Guidance is required on this subject and the new wording gives the required information as well as broadening out the Examiners options during a test.

Note

The sections on deadstick landings which are to be replaced are not detailed here because the replacement will be part of several sections in the booklets that are to be moved around and re-jigged with no substantial changes to the wording. Including the whole sections would have made the proposal unwieldy and it was not felt to be appropriate to submit the whole of the documents for this one change.

Chris Bromley, FSMAE.
BMFA Technical Secretary
For the Achievement Scheme Review Committee
8th May, 2008

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Reasons

This seeks to clarify the position regarding the QI status. It is reported that this is an aspect of the Achievement Scheme that generates many queries in the office.

Please note that this does not change the qualification for QI or the long term holding of the ratification. What is presented here is exactly what was originally intended but, hopefully, in a clearer manner.

Chris Bromley, FSMAE.
BMFA Technical Secretary
For the Achievement Scheme Review Committee
8th May, 2008

PROPOSAL to AREAS COUNCIL
7th June, 2008

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Reason:

Since the inception of the Fixed Wing and Helicopter 'B' Certificates, the general size and power of the engines used has increased, sometimes dramatically. This means that the fuel consumption of some of the aircraft used for the tests is such that they may have difficulty completing the test on one tank of fuel. The same argument applies to the 'C' Certificate (Fixed Wing).

The proposed changes to the Achievement Schemes will allow for re-fuelling to take place but still under the control of the Examiners. The ASRC consider that allowing this will make the test slightly harder for those who ask for the facility to refuel as there will be an extra landing and take-off which, although not part of the test, they are sure will be viewed by the Examiners with interest.

Chris Bromley, FSMAE.
BMFA Technical Secretary
For the Achievement Scheme Review Committee
8th May, 2008

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