

# 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 25<sup>th</sup> September 2010  
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 5<sup>th</sup> June 2010.
- 4 Matters/Actions Arising from the meeting on 5<sup>th</sup> 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 othr 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.  
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.  
3<sup>rd</sup> September 2010

#### **CIRCULATION:**

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

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

- 1 JUL 2010

**Area Chief Examiner Proposal Form. Area 13 – (Northern Ireland) Date : 14/06/10**

At the Area Meeting held on the **25th November 2009** the committee approved the nomination of

Name : **Robert Wallace** BMFA No **S0668322** Examiner No **1675**

To become Area Chief Examiner for **Fixed wing** (State Fixed wing/Helicopter/Silent Flight).

Signed W.H. Meredy Area Achievement Scheme Coordinator.

Signed Tom Robb Area Chairman.

Signed William Smith Area Secretary.

Number of members attending meeting : **23 (12 Clubs)** Voting figures. For: **23** Against : **0** Abstentions : **0**

Please state candidate's existing qualifications in Fixed Wing E For how long 8 yrs  
Helicopter B For how long 17 yrs  
Silent Flight A For how long 2 yrs

Number of Area Chief Examiners in your area for the appropriate discipline NONE

**Additional Information from the Area**

Please give reasons for above request. A map of your area with locations of existing ACEs would help.

As Robert McCartney was the only ACE in our area and has given up the post due to family reasons. I have been put forward the position as ACE. I have been Chairman of Ballymena model Flying Club for many years and have now given up to position and will have more time to spend on promoting and encouraging members within the area to take A, B, E. and Examiners tests

Robert Wallace.

**Comments from Achievement Scheme Controller.**

I consider Robert to be a suitable candidate for C.E. as he has worked very hard for his club in all aspects.

Signed W.H. Meredy

Comments for Areas Council regarding Robert WALLACE, BMFA membership number 68322, Examiner no. 1675 for post of ACE (FW) for the Northern Ireland Area.

Robert was appointed as a Club Examiner for the Ballymoney Model Flying Club on 26 October 2002, having previously passed his B Fixed Wing on 21 August 1993. He gained his A Helicopter on 29 April 2008.

The records show a total of nine A Fixed Wing candidates passed, with one B Fixed Wing as first Examiner and four B Fixed Wing's as second examiner.

He is still actively involved in his clubs training system and became an Approved Instructor on 16 October 2004, and QI on 16 April 2007.

Robert was instrumental in a successful fairly high profile charitable event in aid of funds for the RNLI. His friend Terry Jones sent me a letter supporting this nomination, and also a DVD showing Robert and club members undertaking the flight to the Isle of Islay in Scotland.

Howard Menary, the Area ASC, feels that Robert will be a very useful asset in Northern Ireland, especially as Howard is not enjoying the best of health at the moment.

Peter Spurway  
Controller RCPAS  
14 July 2010.



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

Schedules devised for aerobatic models ONLY, 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) One low level left hand circuit, one high level left hand circuit.
  - 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) One low level right hand circuit, one high level right hand circuit.
  - 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 from the bottom.
  - 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 Aerobatic Achievement Scheme "B" test

- 1) Take off/launch
  - Choice of hand launch or roll of ground/floor
- 2) One inverted low level left hand circuit, one inverted high level left hand circuit.
  - 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) One inverted low level right hand circuit, one inverted high level right hand circuit.
  - 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) Knife edge pass with half roll.
  - Half roll performed in front of pilot.
- 8) 5 second prop hang, climb to maximum height with full roll in up leg, stall turn.
  - Prop hang five metres out in front of pilot, canopy towards pilot 2 metres high, climb to stall turn with roll in up leg, stall turn to either left or right.
- 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.

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

**SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.**  
**(T/A British Model Flying Association)**

**P R O P O S A L TO AREA COUNCIL**

**PROPOSAL:**

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.**

**REASON:**

“Flybarless” helicopters are becoming more and more popular and it will not be too long before they are the “norm” This change will allow “Flybarless” helicopters to be used for the achievement scheme tests

**PROPOSED By:**

Proposed by: **Chris Moynihan**

Elected Post

**Vice-Chairman**

Date

Signature of Officer \_\_\_\_\_

On Behalf of Achievement Scheme Review Committee

Date of Meeting **10-7-2010**

Voting Results:

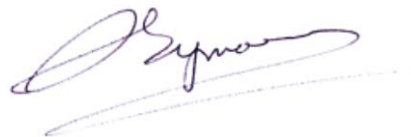
For **7**

Ags **0**

Abs **0**

Date: 13-7-2010

Signature of ASRC Secretary



**SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.**  
**(T/A British Model Flying Association)**

**P R O P O S A L TO AREA COUNCIL**

**PROPOSAL:** 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

**Gyros**

*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**

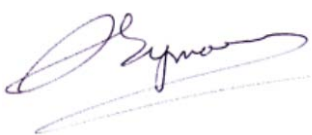
*Where a fly bar is fitted, it is acceptable to use an electro-mechanical or solid state gyro in a helicopter being used to take the test although electronic stabilisation is restricted to a single sensor acting in rotation around the yaw axis only. This allows a range of gyros to be fitted, from simple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

**REASON:**

To follow the changes made in the members Handbook.

<b>PROPOSED BY:</b>			
Proposed by: <b>Chris Moynihan</b>	Elected Post	<b>Vice-</b>	
<b>Chairman</b>			
Date	Signature of Officer		
_____			
On Behalf of Achievement Scheme Review Committee			
Date of Meeting <b>10-7-2010</b>	Voting Results:	For	<b>7</b>
		Ags	<b>0</b>
		Abs	<b>0</b>
Date: 13-7-2010	Signature of ASRC Secretary		
			

**SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.**  
**(T/A British Model Flying Association)**

**P R O P O S A L TO AREA COUNCIL**

**PROPOSAL:** 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

**(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).**

**REASON:** Currently with the option to not do the bunt and spin we have in effect a two tier Power fixed wing B test, according to the handbook the main aim of the achievement scheme is "To encourage model flyers to reach a given standard of flying ability and safety". That given standard should be the same for all candidates taking the B fixed wing, this is demonstrably not the case while the options are available.

The onus is on the candidate to turn up with a model suitable for the test he is taking so there is no reason to have the option to avoid the bunt & spin.

Also With the advent of the C certificates, it is essential that these basic manoeuvres be included in the B test, as they may not necessarily be in C tests.

**PROPOSED By:**

Proposed by: **Chris Moynihan**

Elected Post

**Vice-Chairman**

Date

Signature of Officer \_\_\_\_\_

On Behalf of Achievement Scheme Review Committee

Date of Meeting **VOTE by Email**

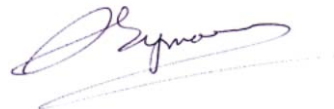
Voting Results:

For **6**

Ags **0**

Abs **1**

Date: **13-7-2010** Signature of ASRC Secretary



**SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.**  
**(T/A British Model Flying Association)**

**P R O P O S A L TO AREA COUNCIL**

**PROPOSAL:** 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.

**REASON:** To follow the changes made in the members handbook.

<b>PROPOSED By:</b>	
Proposed by: <b>Chris Moynihan</b>	Elected Post <b>Vice-Chairman</b>
Date _____	Signature of Officer _____
On Behalf of Achievement Scheme Review Committee	
Date of Meeting <b>Vote by email</b>	Voting Results:
	For <b>6</b>
	Ags <b>0</b>
	Abs <b>1</b>
Date: <b>13-7-2010</b>	Signature of ASRC Secretary 

**SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.**  
**(T/A British Model Flying Association)**

**P R O P O S A L TO AREA COUNCIL**

**PROPOSAL:** 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.***

**REASON:** To remove the option for the pilot to stand out in the active part of the flying site during the take off part of the test.

The ability to take off from the designated pilot area/box is an essential skill and should be part of the assessment for Power fixed wing A & B tests also from a safety aspect the time with persons in the active part of a flying site should be kept to a minimum.

**PROPOSED By:**

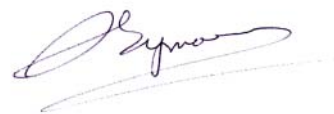
Proposed by: **Chris Moynihan** Elected Post **Vice-Chairman**

Date \_\_\_\_\_ Signature of Officer \_\_\_\_\_

On Behalf of Achievement Scheme Review Committee

Date of Meeting **10-7-2010** Voting Results: For **6**  
Ags **0**  
Abs **0**

Date: \_\_\_\_\_ Signature of ASRC Secretary



**SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.**  
**(T/A British Model Flying Association)**

**P R O P O S A L TO AREA COUNCIL**

**PROPOSAL:** It is proposed that **A tests should always be taken before a B test in all disciplines** and therefore that 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 advanced 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.***

**REASON:**

There are certain elements of the A tests which are not tested in the B tests, insisting an A certificate is passed before a B will ensure candidates have been assessed on all parts of the tests.

**PROPOSED By:**

Proposed by: **Chris Moynihan**

Elected Post

**Vice-Chairman**

Date

Signature of Officer \_\_\_\_\_

On Behalf of Achievement Scheme Review Committee

Date of Meeting **10-7-2010**

Voting Results:

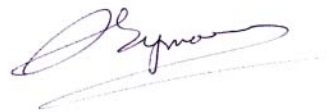
For **7**

Ags **0**

Abs **0**

Date: **13-7-2010**

Signature of ASRC Secretary



**SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.**  
**(T/A British Model Flying Association)**

**P R O P O S A L T O A R E A C O U N C I L**

**PROPOSAL:** 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'.**

**REASON:**

To follow the changes made in the members handbook.

**PROPOSED By:**

Proposed by: **Chris Moynihan**

Elected Post

**Vice-Chairman**

Date

Signature of Officer \_\_\_\_\_

On Behalf of Achievement Scheme Review Committee

Date of Meeting **10-7-2010**

Voting Results:

For **7**

Ags **0**

Abs **0**

Date: **13-7-2010**

Signature of ASRC Secretary

