



BRITISH MODEL FLYING ASSOCIATION

CONTEST RULES

SECTIONS 1 AND 2

GENERAL RULES

ISSUED FREE OF CHARGE ON REQUEST

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SECTION 2 - GENERAL RULES

2.1 TYPES OF BMFA CONTESTS

2.1.1 Centralised Contests.

- (a) A Centralised contest is an event for one or more disciplines held at a single venue on a given date and notified as such in the official BMFA Events and Contest Calendar. Technical Committees are responsible for organising Centralised contests for their disciplines but they may delegate the organisation of these contests to an appropriate Specialist Body or other responsible organisation.
- (b) Technical Committees shall ensure that a minimum of three Centralised contests are organised for its discipline(s) in any year.
- (c) Centralised contests shall be run under the control of a Contest Director (CD) appointed by the contest organiser. (See Section 2.2)
- (d) Technical Committees are responsible for ensuring that the dates of the contests, the venues and the classes to be flown are published in the official BMFA Events and Contest Calendar but they may delegate this responsibility to the Specialist Body or other responsible organisation who may be running the contest.
- (e) Centralised contests are open to any flier who has the appropriate insurance (See 2.1.5).

2.1.2 Free Flight Area Centralised Contests.

- (a) Free Flight Area Centralised contests are held on the same date at multiple venues with the results consolidated overall.
- (b) The dates of the events and the classes to be flown are the responsibility of the Free Flight Technical Committee who shall publish details of them in the official BMFA Events and Contest Calendar
- (c) Free Flight Area Centralised contests
 - (i) Shall be organised by Area Committees on flying grounds selected by those committees.
 - (ii) Shall be under the control of a Contest Director who shall be responsible to the relevant Area Committee and its appointed contest organiser (See Section 2.2.)
- (e) Area Centralised contests are open to any flier who has the appropriate insurance cover (See 2.1.5).

2.1.3 Team Selection Contests

- (a) Technical Committees shall be responsible for organising Team Selection contests for the selection of people to comprise British teams for World and European Championships.
- (b) Technical Committees may delegate the responsibility for arranging and running Team Selection contests to a Specialist Body or other responsible group of people with the relevant expertise.
- (c) In all circumstances the Technical Committee is responsible for ensuring that any Team Selection contests are run in accordance with the rules and in a fair and equitable way.

- (d) The formats of Team Selection contests are listed in the team selection procedures to be found in each individual contest rule book.
- (e) Team Selection contests must be published as such in the official BMFA Events and Contest Calendar.
- (f) All Team Selection contests are open to any flier who has the appropriate insurance cover (See 2.1.5). However, selection for team places will be restricted to fliers who will be eligible to hold a UK FAI licence at the time of the Championships for which the Team Selection contest is being held.

2.1.4

World Air Games National Selection Events

World Air Games (WAG) national selection events:

- (a) may be held every other year so that pilots may qualify for selection for the bi-annual WAG;
- (b) must be published as such in the official BMFA Contest & Events Calendar;
- (c) are run under an approved Contest Director and supervised by an Official Observer;
- (d) must be run in full accordance with the F6 Volume of the FAI Sporting Code and the WAG rules for entry and results;
- (e) Approval for the Contest Director and the Official Observer must be made to the BMFA Competition Secretary.
- (f) Each entry form and the final full list of entries must be forwarded to the Competition Secretary and the FAI Delegate via the BMFA office.
- (g) Final results must be verified by the Official Observer and must be forwarded to the Competition Secretary and the FAI Delegate via the BMFA office within 5 days of the end of the event.
- (h) The official Observer is required to produce a brief report on the event including verification that the event was held in accordance with all rules, or not as the case may be. This report must be forwarded to the Competition Secretary and the FAI Delegate via the BMFA office within 5 days of the end of the event.

2.1.5

Annual Leagues

The BMFA operates through its Technical Committees and Specialist Bodies, various competition leagues based on cumulative performance in a number of events throughout the year.

The Plugge Cup

This is a Free Flight inter-club league and is defined in the BMFA Free Flight Contest Rule Book, section 3.1.10.

Control Line Open Speed League

This is defined in the BMFA Control Line Contest Rule Book One (Speed and Aerobatics).

British F3B Soaring League

This is based on F3B Multi Task Soaring Class The league is designed to encourage participation in FAI Class F3B soaring events and is open to all BMFA members. See the Contest rule books section 7, Book 1 (Gliders) for full details.

British F3J Thermal Soaring League

This is based on F3J R/C thermal soaring events and is detailed in the Contest rule books section 7, Book 1 (Gliders).

British F5B Thermal Soaring League

This is based on F5B Multi Task Electroflight Class and is detailed in the Contest rule books section 7, Book 2, (Electroflight).

2.1.6 Entry to BMFA Contests

- (a) Entry to Centralised, Free Flight Area Centralised and Team Trials contests, including all the National Championships, is open to all fliers.
- (b) Entry to World Air Games national selection events is open to all fliers who hold a valid UK FAI licence and non-BMFA members must produce evidence of valid insurance cover.
- (c) All BMFA members must produce on demand their current membership card as proof of insurance.
- (d) Non-members must produce evidence of valid insurance cover.
- (e) Foreign non-BMFA members must produce a valid FAI licence.

2.2 CONTEST ORGANISATION & CHAIN OF COMMAND

2.2.1 The BMFA Competition Secretary is ultimately responsible for all official BMFA competitions.

2.2.2 Contest Organiser

- a) The Contest Organiser is responsible for:
 - (i) the inclusion of the event in the official BMFA Contests & Events Calendar;
 - (ii) the specification of Local Rules (2.5.4) or Emergency Local rules (2.5.5);
 - (iii) the appointment of the Contest Director;
 - (iv) the specification and licensing of the site and the appointment or recognition of the Site Manager.
- b) For Free Flight Area Centralised Events, once the dates of the events are specified in the official BMFA Contest & Events Calendar by the Free Flight Technical Committee, the appropriate Area Committee becomes the Contest Organiser.

2.2.3 Site Manager

The Site Manager is the licence holder, the site owner (for private property) or in either case their appointed agent. The Site Manager has the ultimate authority to direct the Contest Director of any event to meet local special circumstances as defined in Local Rules (2.5.4), Emergency Local rules (2.5.5) or Unanticipated Circumstances (2.5.6). Such directions must be implemented by the Contest Director.

2.2.4 Contest Director

The Contest Director is responsible for running the event in accordance with the BMFA General Rules and Contest Rules and any associated activities. The Contest Director will liaise as necessary during the event with relevant authorities, the Site Manager and

other site users. The person acting as the Contest Director should be the host and the focal point for the event.

2.3 GENERAL COMPETITION RULES

2.3.1 Builder of the Model

Each BMFA contest rules class has specific rules concerning the builder of the model and the entrant(s) must comply with these rules (see the individual Rule Books for details).

2.3.2 Entry Fees

Entry fees for all contestants will be recommended by the Technical Committees annually and ratified by Council.

2.3.3 Payment of Entry Fees

- (a) Other than for pre-entry contests, the appropriate entry fee must be paid on the day of the contest to the Contest Director or his nominee.
- (b) The appropriate entry fee for any pre-entry contests must be sent with the entry; see 2.3.4.
- (c) The Free Flight Technical Committee portion of the collected entry fees for Free Flight Area Centralised contests must be sent either with the contest results to the Free Flight Technical Committee Treasurer or direct to the BMFA Accounts Department, as directed by the Free Flight Technical Committee Treasurer.
- (d) Entry fees collected on the day for Centralised Competitions or Trials must be sent to the Treasurer of the appropriate Technical Committee within 14 days of the contest or by some other schedule agreed with the Technical Committee Treasurer.

2.3.4 Pre-Entry for Contests

- (a) Any event requiring pre-entry must be notified as such in the BMFA official Contest & Events Calendar and such notification must also include the time limit for pre-entry.
- (b) Entries to contests to which pre-entry applies must be sent to the named contact shown in the BMFA official Contest & Events Calendar.
- (c) Entries to contests to which pre-entry applies may be accepted at the time and place of the contest on payment of double entry fees unless the maximum number of entries is limited and that limit has been reached.

Note, however, that if pre-entry requirements are due to MOD licensing or security reasons, then entry on the day will not be possible.

2.3.5 Liability

Neither the BMFA nor the owners of any flying ground where contests are held shall be held responsible for damage of any kind done to, or by, models and/or their operators. Competitors, by entering a contest, thereby agree to indemnify the BMFA from any legal liability arising from their actions (including those of their helpers, proxies, assistants or guests) whilst participating in such a contest.

2.3.6 Compliance with Rules

A competitor, by entering any contest, thereby agrees that he is bound by the regulations contained herein and any special rules issued prior to the commencement of the contest as long as these special rules have been published along with the announcement of the contest in the BMFA Contest Calendar (see also 2.3.4).

2.3.7 Exclusion from a BMFA Event

Any competitor who, in the opinion of the Contest Director, is guilty of unsporting behaviour shall be liable to a verbal warning (yellow card). Further occurrences of unsporting behaviour during the event may lead to exclusion from the event (red card). Situations resulting in verbal warnings or exclusions shall be reported to the BMFA Competition Secretary.

2.3.8 Protests and Appeals

It is the right of a competitor to protest against any decision by a Contest Director. Any such protest, however, must be made officially and must be made on the day. The protests and appeals procedure to be followed at the contest is set out in the General Rules section of each of the Competition Rule Books and may vary in detail between disciplines.

Appeals to Council about a decision made at a contest must be made within a specific time, as set out in the General Rules section of each of the Competition Rule Books.

Protests made to Council after the contest may only be made direct to the BMFA Competition Secretary who, after considering the details of the protest, may bring such protests to the attention of BMFA Technical Council.

Protests or appeals arising from a decision made by a Technical Committee on competition related matters may only be made directly to the Competition Secretary who will then convene a Panel comprising three Technical Committee Chairmen and not including the Chairman of the Technical Committee concerned. This Panel, plus the Competition Secretary, will study the appeal and examine the reasons for the Technical Committee's decision. The Panel should base its findings on the rules in force at the time and whether the rules had been correctly applied or not.

If the protest or appeal is not upheld, then the appellant(s) must be informed of the reasons for the decision. This proposed procedure does not preclude an appellant(s) taking a failed protest or appeal to the BMFA Full Council.

2.3.9 Starting and Closing Times

All Free Flight contests should start at 09.00 hours and must close at 18.00 hours or 2 hours before sunset at Greenwich whichever is the earlier.

If an Area is unable to gain access to its flying site for Area Centralised events before 13.00 hours, the closing time can be extended by up to 4 hours. If previous notice is given, Free Flight centralised contests may start before 09.00 hours.

All other contests will start at 10.00 hours unless previous notice has been given.

2.3.10 Number of Competitors

In the event of there being less than ten entries in an event at a contest, the results of the event may be declared null and void at the discretion of the BMFA Council.

2.3.11 Proxy Flying

Proxy flying will not be allowed in BMFA contests except in those classes where special rules apply as detailed in the appropriate BMFA Contest Rule Book.

2.3.12 **Markings**

All models other than Scale or Indoor Free Flight must be clearly marked with the owner's membership number on the upper surface of the wing in letters at least 19 mm high.

(Note - The FAI requirement is that the alpha/numeric characters are at least 25 mm high)

2.3.13 **Recording Scores**

- (a) It is the Contest Director's responsibility to ensure that a competent system is in place for recording competitors' scores.
- (b) In the interests of data integrity and to aid with disaster management Contest Directors should take careful note of the following:
 - (i) Where primary data is paper bases (i.e. judges score sheets, time-keepers notes), and the data is entered into a computer or calculator, the paperwork must be retained until the end of the contest.
 - (ii) Where primary data is computer based (i.e. automated scoring systems) a hard copy must immediately be generated to confirm the computer data. This may be either a regular printout or a hand-written sheet.
 - (iii) Time data on manual stopwatches must be recorded on paper before being input onto a computer or calculator and that paper record must be retained for the duration of the contest.
- (c) For Free Flight:
 - (i) After the conclusion of every scoring flight, the competitor's score card must be returned to the Contest Director or designated Assistant who shall record the score and mark the card accordingly before any further contest flights are attempted. In the event of a breach of this rule, all flights made after such a breach shall be disqualified and the competitor's scores for the contest shall count only such flights as have been entered on the card before the breach of this rule always subject to the right of appeal.
 - (ii) In the case of Free Flight Area Centralised events, it is the competitor's responsibility to ensure that his flight is recorded on the score sheet at control before the next flight is attempted. If he does not do so, the competitor will be deemed to have broken rule 2.3.13.(c).(i) above.

NOTE - See also the Free Flight Contest Rule Books, Section 3, rule 3.1.8.2.

2.3.14 **Reporting of Results**

The results of Area Centralised and Centralised contests and all Nationals contests (sometimes run on behalf of BMFA by Specialist Bodies), plus any BMFA league events and their final placings must be reported to the BMFA as follows.

- (a) Each Technical Committee is required to appoint a Results Officer who must co-ordinate the sending of these results to the BMFA Records Officer and other designated recipients as follows:
 - (1) Results from Team Selection contests or dedicated Team Trials must be forwarded to the Records Officer and the relevant Technical Committee within 14 days of the competition.
 - (2) 1,2,3's of any other contest, other than the National Championships to the Records Officer within 28 days of the competition.

- (3) 1,2,3's of Nationals contests to the Records Officer within 2 days of the event.
- (4) In addition full round by round results of all Nationals contests must be sent to the Records Officer within 21 days of the event
- (b) In (1), (2) and (3) above, the information required will be the family name and one forename of the competitor plus his BMFA number. If the competitor does not have a BMFA number then sufficient information must be provided to clearly identify the person concerned (e.g. their full address).
- (c) WAG National Selection Events are covered under rule 2.1.4 and, therefore, are exempt from the above rules.
- (d) The results of events run by, or on behalf of, BMFA are the property of the Society. Notwithstanding this, the Society will allow anyone to use or publish these results if they wish.

2.3.15 Free Flight Area Centralised Results Returns

- (i) Each relevant Area CD must ensure that his Area results are given either by hand to the BMFA Free Flight Results Co-ordinator or forwarded to him by post, facsimile or e-mail to arrive no later than eight days after the day of the contest. The name and address of the Results Co-ordinator is available from the Chairman or Secretary of the Free Flight Technical Committee or the BMFA office
- (ii) Each Area's results should comprise: competitor surname and one forename, club, BMFA number, the full time for each flight and the total score. Results should be certified as true and correct by the CD.
- (iii) If any non-BMFA member places in the top three of any of the competition categories flown, then it is essential that the person's full address be provided on the results sheet by the Area.

2.3.16 Draws

At all National and/or centralised contests, where a draw is necessary, such a draw shall be made by the Contest Director and shall not be delegated.

2.3.17 Junior International Team Members

All junior International Team members put forward for ratification must have taken part in the relevant senior team trials as part of the qualifying process.

2.4 VALIDITY OF BMFA EVENTS.

2.4.1 BMFA Centralised Events

Centralised events shall only be considered to be valid if their date, venue details and the disciplines to be flown have been entered on the BMFA Contest and Events Calendar.

2.4.2 Team Trials Contests

Team Trials Contests shall only be considered to be valid if their date, venue details, disciplines flown and the fact that they are Team Trials have been entered on the BMFA Contest and Events Calendar.

2.4.3 Free Flight Area Centralised Events

Free Flight Area Centralised events shall only be considered to be valid if their date and disciplines to be flown have been entered on the BMFA Contest and Events Calendar.

2.4.4 World Air Games National Selection Events

World Air Games National Selection Events shall only be considered to be valid if their date, venue details and classes to be flown have been entered on the BMFA Contest and Events Calendar.

2.5 DEFINITIONS OF BMFA RULES

2.5.1 Official Rules

The General Rules, which comprise Sections 1 and 2 of the rule books, will be the Official rules. They can only be ratified or changed by Full Council and always subject to rule 1.1.6. These rules or any ratified changes to the rules are included in the next issue of the General rule book.

2.5.2 Contest Rules

- (a) The normal period of validity of BMFA contest rules is one or more full years, notified by and commencing from 1st January of the year of implementation.
- (b) Contest rules are generally the responsibility of the appropriate Technical Committee. New rules and changes to existing rules promulgated by a Technical Committee and minuted will be passed to the Technical Secretary by 1st November each year, to be published in the BMFA contest rule books for the following year.
- (c) BMFA Council members also have the right to promulgate new rules and changes to existing rules. Such rule change proposals must be ratified by the designated rule change meeting in the year prior to their implementation (usually the Autumn Technical Council Meeting).
- (d) It shall be the responsibility of the Technical Secretary to publish all rule changes generated in accordance with 2.5.2.(b) and (c) as a BMFA official publication prior to or in conjunction with the publication of the rule books.
- (e) Late additions or changes to the contest rules promulgated by a Technical Committee or by Council after the deadlines given in 2.5.2.(b) and (c) must be published in full as an official BMFA publication. Notification of such rule changes must be published in the first available issue of BMFA News and the rules will become effective four weeks after such publication. Members requiring a separate copy of such rule changes are required to send a request with a stamped self addressed envelope to the BMFA office.
- (f) The above sections (a), (b), (c) and (e) are subject to rule 1.1.6 at all times.

2.5.3 FAI Rules and WAG Rules

- (a) Technical Committees may specify that they will be running certain classes to FAI Rules, subject to agreement by the Society's Competition Secretary and Technical Secretary. If a class has been accepted as running to FAI Rules, any changes to the rules made by the FAI will automatically be included in the next BMFA rule book.

- (b) World Air Games National Selection Events will be run under the F6 Volume of the FAI Sporting Code.

Notes:

The full FAI rules for all competition classes contain certain rules specific to the running of championships and it is accepted that such rules may not be relevant to BMFA competitions.

Many classes in the UK are run to FAI rules with an attendant BMFA Contest Rules class which details any excepted (usually minor) deviations from full FAI rules. A declaration by a Technical Committee that a class will be an FAI class does not alter this situation.

2.5.4 Local Rules

Contest organisers may stipulate, in the announcement of an event, that they will apply specified changes or additions to existing official or provisional class rules. This would normally be due to site limitations and applies only to the specified event as long as these special rules have been published along with the announcement of the contest.

2.5.5 Emergency Local Rules

Contest Organisers may in certain circumstances apply Emergency Local Rules to an event. These would normally be due to short notice site limitations and they must be prominently displayed in writing at contest control before the start of the contest.

2.5.6 Unanticipated Circumstances

The Site Manager has the ultimate authority to direct an event to meet local special circumstances which may not have been previously anticipated. Such directions must be implemented by the Contest Director. Where a site manager has not been defined to the CD or is not present then the CD himself will have this ultimate authority.

2.5.7 Changes to Rules

Under rule 1.1.6 of the General Rule Book, contest rules can be changed by Council at any time for urgent safety reasons or to clarify interpretation. Such changes can be effective immediately or at any later time, as decided by Council.

2.6 CONTEST RECORD PROCEDURES

2.6.1 Recognised Contests

Only those contests which are run by the BMFA, its Technical Committees, its Specialist Bodies (with Technical Committee approval) or its Areas or those non-BMFA run contests which have sought and gained BMFA Council approval will be recognised as contest events for the purpose of contest record claims. In the cases detailed above, the events must be properly conducted and evidence to substantiate this must be produced if required.

2.6.2 Eligibility

All claims submitted as 'Contest' records must meet the following criteria:

- (a) Only those record performances attained during the course of contest flying will be eligible. For performances attained outside the contest (e.g. in practice), certain categories may be eligible for an 'Absolute' record, see Rule Book Section 2a.

- (b) All contest claims submitted must conform to the current BMFA (FAI for 'FAI Contest Records') class rules. N.B. For contests run to experimental rules, it is recommended that BMFA sanction be sought before the contest.
- (c) Only those classes recognised by the BMFA or FAI will be eligible for 'Contest Records'. A current list can be obtained from the BMFA Records Officer.

2.6.3 Timekeepers

For the purpose of record flights it shall be normal practice to use two timekeepers. However, in the case of contests where only a minimum of assistance is available (due to a small number of contestants for example), the recorded time and the signature of the watch operator together with the signature of the Contest Director may be allowed at the discretion of the relevant Technical Committee and the BMFA Records Officer.

2.7 NATIONAL CHAMPIONS

- 2.7.1** British National Championship events are open to any competitor, regardless of nationality, subject to foreign nationals holding an FAI Sporting Licence from their National Airports Control or National Aero Club
- 2.7.2** The winner of a contest at any British National Championships is the British Nationals Champion for that contest.
- 2.7.3** Technical Committees or BMFA Specialist Bodies may run a separate annual contest or series of contests to produce a British Champion.
- 2.7.4** Where a separate contest (as in 2.7.3) is not run then the British Nationals Champion in any competition class is also the British Champion.
- 2.7.5** A minimum of three competitors are required to have recorded a score in any class flown at the British National Championships in order for one of them to be named as British Nationals Champion.

2.8 SAFETY

If any model aircraft is built using composite materials or parts then it is essential to be particularly diligent in picking up any debris after a crash or mid-air collision.

GENERAL REGULATIONS AND CONTEST RULES - SECTION ONE

FORMAL JURISDICTION AND GENERAL REGULATIONS

1.1.1 International Control of Competitions

The Federation Aeronautique Internationale (FAI) is the sole international authority entitled to make and enforce rules and regulations for the encouragement and control of aircraft competitions (including records) and is the final international Court of Appeal for the settlement of disputes arising therefrom.

1.1.2 National Control of Competitions

The Royal Aero Club, being a member of the FAI and the 'Recognised National Aero Club' and the National Airports Control of the United Kingdom, having acquiesced in, and declared to be, bound by Statutes and the International Sporting Code of the FAI, now therefore declares its sole right to administer such Code and to draw up and administer rules for the control of, and to control, the sport of aviation throughout the United Kingdom and such Dominions, Colonies, Protectorates and Dependencies as are not affiliated direct to the FAI.

1.1.3 General Competition Rules

That the above powers may be exercised in a fair and equitable manner, the Royal Aero Club has drawn up its General Competition Rules, which are derived from the International Sporting Code of the FAI.

1.1.4 Delegation of Control of the Sport of Model Flying

The Royal Aero club has, subject to its power of veto, delegated its control of the sport of model flying to the Society of Model Aeronautical Engineers Limited (SMAE), now operating as the British Model Flying Association (BMFA), but retains its power of acting as a national court of appeal empowered to settle finally any dispute as to any decision pronounced by the BMFA, subject to the aforesaid right of appeal to the FAI.

1.1.5 BMFA Contest Rules

These have been prepared in accordance with the foregoing requirements: All BMFA Contests will be run in accordance with the BMFA or FAI Contest rules, as relevant. All member clubs and BMFA Areas shall conduct all their contests under the BMFA General Regulations subject to any local or specialised rules applicable to such contest set out in the special regulations published in relation thereto.

In no circumstances may rule 1.2.3.2. be varied without the consent of Council.

1.1.6 Interpretation of Rules

The interpretation of the rules contained herein or any that may hereafter be issued shall rest entirely with Council or its appointees. Council reserves the right at any time to add to, amend, or omit any of the rules they think fit at any time.

1.1.7 Final Decision

The decision of the BMFA Council must be accepted as final, subject to the aforesaid right of appeal to the Royal Aero Club.

BMFA GENERAL REGULATIONS

There are two definitions of model aircraft, one by the FAI and one by the CAA, as noted in 1.2.2.1 and 1.2.2.3 below.

Whatever the FAI definition, all flying in the UK must comply with the CAA regulations.

For R/C models over 7 kg (without fuel), wilful failure to comply with 1.2.2.3 parts (a) and (b) below will render illegal any flights under the terms of the Air Navigation Order 1976.

1.2 Applicable to Contest and non-Contest Model Aircraft.

1.2.1 Definition of Model Aircraft

Aircraft which owing to their size are not capable of carrying a human being and which are constructed purely for sporting and recreational purposes.

1.2.2 Dimensions of Model Aircraft

1.2.2.1 Model aircraft, as defined by the FAI, shall be limited to the following dimensions and weights.

- (a) The total surface of the wings and the horizontal stabilising surface(s) must be less than or equal to 150 sq. decimetres (16.14 sq.ft.). The surface taken will be the total of the orthogonal projections of all flying surfaces onto the horizontal plane in the position of horizontal flight. In the case of wings or empennages attached to the body of the machine, the surface taken will include the complete centre of the fuselage(s), the normal contour lines of the surfaces being supposed to be extended until they meet the plane of symmetry of the machine in plan view.
- (b) The total weight of the model aircraft in flying condition must not exceed 5 kg (11.023 lb), complete with fuel, the exceptions to this rule being for:
 - Single engine control line scale models..... 6 kg without fuel
 - Multi engine control line scale models 7 kg without fuel
 - Radio control scale models 15 kg without fuel
(Electric Powered 15 kg without batteries)
 - Radio control aerobatic models..... 5 kg without fuel
 - Radio control helicopters..... 6 kg without fuel
- (c) Nose radius on R/C gliders should be of not less than 7.5 mm radius measured tangentially to all intersecting surfaces.

NOTE - The above dimensions and weights refer specifically to competition classes and the FAI definition of a model aircraft. They do not prohibit heavier or larger models being flown (see 1.2.2.2 and 1.2.2.3) and the BMFA definition for R/C glider noses no longer specifies 7.5 mm radius.

1.2.2.2 Any contests that are flown in the UK to FAI rules and which vary from regulation 1.2.2.1 must comply with regulation 1.2.2.3.

1.2.2.3 Model aircraft between 7 kg and 20 kg (without fuel)

Model aircraft within these weight limits shall only be flown when their operation complies with the CAA regulations currently in force and as defined in the Air Navigation Order in conjunction with CAA publication CAP 658 (see www.caa.org);

1.2.2.4 Models over 20 kg

Models weighing over 20 kg without fuel are legally defined as small aircraft.

The Civil Aviation Authority in exercise of its powers under the Air Navigation Order 1976, as amended, may exempt from this Order any aircraft or persons or classes of aircraft or persons either absolutely or subject to such conditions as it thinks fit. Application for Exemption should be made to the Civil Aviation Authority.

This applies to models over 20 kg models and it is illegal to fly such a model without a current CAA exemption certificate. The issue of such certificates is solely within the power of the CAA and new or amended certificates will not be issued unless the Authority is satisfied that the model concerned has passed through the laid down inspection procedures during building and the subsequent flight test requirements.

1.2.3 Motive Power

All types of motive power are permitted with the following limitations:

1.2.3.1 Mechanical motors.

The Code of Practice on Noise From Model Aircraft 1982, issued by the Department of Environment, must be met and all internal non-continuous combustion engines employed in model aircraft must at all times be fitted with an effective exhaust muffler with the following exceptions:

The exceptions to this rule are:

- (1) Control line competition model classes:
 - (a) Speed (all classes)
 - (b) Team Racing
 - (c) Combat
- (2) Free Flight models fitted with a device to limit the engine run to 20 seconds or less.
- (3) Free Flight tailless models, with engine capacity not over 3.51 cm³, fitted with a device to limit the engine run to 30 seconds or less.
- (4) Free Flight Scale models using diesel engines of less than 1.5 cm³ total capacity provided that they are fully cowled.

An effective exhaust muffler is defined as a device or devices fitted to, or built onto the engine such that it noticeably reduces the noise of operation.

1.2.3.2 Reaction motors

(1) Control Line

Control Line pulse jets may be flown under the following conditions:

- (a) That the express written permission of the owner/controller of the site is obtained in advance with due regard for noise considerations.

- (b) That the express written permission of any model flying club using the site is obtained in advance.
- (c) That monitoring of the area surrounding the site for noise complaints is carried out on an on-going annual basis.

(2) Radio Control

Radio control pulse jets may be flown under the following conditions:

- (a) That the express written permission of the owner/controller of the site is obtained in advance with due regard for noise considerations.
- (b) That the express written permission of any model flying club using the site is obtained in advance.
- (c) That monitoring of the area surrounding the site for noise complaints is carried out on an on-going annual basis.
- (d) That all operators of such models on the site shall hold a Power Achievement Scheme Fixed Wing 'B'
- (e) That CAA exemption certificates as required are obtained and the conditions on them are followed.

Any regulation specifically concerning reaction motors does not apply to small solid-fuel units of the Jetex type, nor to solid fuel rocket motors of the Rapier type or to recognised Space Model power units used in accordance with the appropriate BMFA approved codes of practice.

1.2.3.3 Propellers

- (a) No model powered by mechanical motor(s) shall be operated with a propeller that has been repaired or is unsafe.
- (b) The use of metal propellers is prohibited.
- (c) The use of forward folding propellers of any type is prohibited.
- (d) Propellers manufactured for use on electric motors shall not be used on internal combustion engines.

1.2.4 Snuffer Tubes

All models using burning fuses shall be fitted with a device designed to ensure:

- (a) that the burning fuse is not at any time ejected from the model whilst in flight or on the ground;
- (b) that as soon as practical after the functioning of the operation for which the fuse is fitted, the lighted end of the fuse is extinguished.

1.2.5 Radio Control Frequencies

The following frequency bands are recognised as available for model control within the UK.

- (1) **General use.** 26.96 MHz to 27.28 MHz. Effective Radiated Power 100 mW.
- (2) **Model aircraft use only.** 34.945 MHz to 35.305 MHz. Effective Radiated Power 100 mW

- (3) **Surface vehicle use only.** 40.665 MHz to 40.995 MHz. Effective Radiated Power 100 mW
- (4) **General use and telemetry.** 458.5 MHz to 459.5 MHz. Effective Radiated Power 100 mW.
- (5) **General use.** 2.4 GHz. Effective Radiated Power 100 mW.

These are the ONLY frequencies allowed for model control in the UK other than certain frequencies in the 49 MHz band are legally allowed for toy operation but the allowed effective radiated power output is restricted to 10 mW.

From 1.8.1981, model control equipment is exempt from the requirement of a Licence under Section 1 (1) of the Wireless Telegraphy Act 1949 subject to the terms, provisions and limitations set out in parts 1 and 2 respectively of the Statutory Instrument 1980 No. 1848.

The **27 MHz** band is legally shared by other users, in particular, model cars, model boats and citizens band operators. It may still be used for model aircraft but great care should be taken by model flyers, especially near urban areas. Many clubs in this situation have found the need to ban this frequency band from their flying fields on the grounds of safety.

The **35 MHz** band is **SOLELY** for model aircraft and in no circumstances must it be used for any other purpose, such as the control of surface vehicles.

The **40 MHz** band is **SOLELY** for surface vehicle use and in no circumstances must it be used for the control of model aircraft.

The **459 MHz** is shared with various telemetry operations and users of the band should be aware of the possibility of more potential interference being present.

The 2.4 GHz band is useable for most regular R/C applications. The band is used by many computer applications such as wireless networking and Bluetooth devices but the method of operation of the R/C equipment in this band means that the possibility of interference from such devices is extremely low.

AIRBORNE TELEMETRY

A frequency band that may be used to download telemetry from model aircraft has been allocated by OFCOM.

The band is 433.05 to 434.79 MHz with a channel spacing of 25 kHz and a maximum Effective Radiated Power (ERP) of 10 mW. All equipment used must be type approved to EN 300 220-1.

This is an unprotected band and some of the frequencies are already used by radio amateurs so it would be wise to limit airborne use to 434.025 to 434.79 MHz.

UNITED KINGDOM RADIO CONTROL COUNCIL (UKRCC)

The body that has the responsibility to liaise with OFCOM regarding model control frequencies and general radio control matters is the UKRCC, which is a committee of user groups, manufacturers, importers and the R/C media. BMFA is a leading member of UKRCC.

The UKRCC website at www.ukrcc.org is an extremely good source of information about radio control frequencies and general R/C matters, including the international frequency bands.

1.2.6 Radio Control Failsafes

Any powered model with a radio control failsafe device must have that device set so that, as a minimum, its operation causes the engine/motor to run at its lowest speed (stopped in the case of electric powered models) and specifically not to hold the last position of the engine/motor control regardless of the other functions of the failsafe. It is the responsibility of the pilot to demonstrate this function on request.

PCM Failsafes

All PCM transmitters, when used with PCM receivers, have this function enabled and users must take special care to set the failsafe as required as many default transmitter settings are 'hold last position'.

Receiver Failsafes

Many modern receivers, specifically of the Digital Signal Processing (DSP) type, have built in failsafe functions even when used with non-failsafe enabled transmitters. In many cases these receiver failsafe functions cannot be turned off.

Users of this type of receiver are reminded that the setting of any available failsafe function to low throttle is a requirement on all model aircraft, not just those over 7 kg.

Note, however, that some DSP receivers are not equipped with a true failsafe but will simply 'hold last position' on signal failure or interference. Such receivers cannot be set to low throttle and **MUST NOT** be used in models over 7 kg.

Users of these non-failsafe 'hold last position' DSP receivers in models under 7 kg should also be aware that the receiver will 'lock on' in flight under signal failure or interference conditions.

1.2.7 Safety

(a) Composite Materials

If any model aircraft is built using composite materials or parts then it is essential to be particularly diligent in picking up any debris after a crash or mid-air collision.

Composite shards do not degrade quickly and can be a dangerous hazard in and on the ground for many years

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