



British Model Flying Association

The 2017 BMFA Member's Handbook

Corrections and Additions Addendum No 1

December 2018

2017 Member's Handbook

Corrections and Additions Addendum – Issue No 1

Notes:

- 1 The following corrections and additions have been incorporated into the version on the BMFA website which thus becomes the 2018 Member's Handbook. A printed version will not be available until a reprint is required. In the meantime the 2017 Member's handbook will be issued together with this addendum. Please note that the 2018 edition may well have different page numbers to the 2017 version due changes in the amount of text in some sections. The page numbers below refer to the 2017 version before modification.
- 2 Deleted text is shown with strikethrough and inserted text is shown within single inverted commas. Existing undeleted text is in italics.
- 3 The 2018 version on the website also has a number of typographical corrections which are not included herein.

Section 1.2 - Page 1

Add the following at the end of the first paragraph;

'...and Area Committees (see Section 1.4)'

Section 1.4 - Page 2

Delete the first two paragraphs and replace with the following;

'The country is divided into thirteen geographic Areas plus the Royal Air Force Model Aircraft Association (RAFMAA) who also act as an area. Every club in an Area is automatically a member of their Area Committee and the officers of the Area Committee are elected from the club delegates who attend the Area meetings. One of these officers will be the Area's Delegate to the BMFA's Council of Management (CoM).

It is through the Area structure that clubs are able to put forward and to debate suggested changes to the way the BMFA functions and to instruct their delegate on how to vote at the CoM meetings. The delegate also reports back to Areas on the happenings at CoM meetings.

Individual BMFA members do not have a vote at CoM meetings therefore if you are not a club member you do not have representation at Area meetings and therefore no representation at CoM meetings. You are therefore advised to join a club.'

Section 1.6 - Page 3

Delete the final sentence and replace with;

'Section 26 lists the range of competition classes and the details can also be found on the website (www.bmfa.org).'

Section 2.2 – Page 5

Add the following paragraph at the end.

'Note: Due to the structure of the BMFA only Affiliated Clubs have a vote at the AGM or any EGM (number of votes based on number of club members) other than the election of the Club Officers, where one vote per member applies. So to have your complete say you need to join a club.'

Section 7 – Page 13

Delete the whole section and replace with a new section;

'7. EQUALITY, DIVERSITY AND INCLUSION POLICY

7.1 Our Commitment

The BMFA values a diverse membership and the contribution each individual makes. We are committed to promoting inclusivity, equality and diversity in model flying, our policies and procedures.

We also recognise the need to identify where and why inequality exists and how we can play our part in addressing it. Increasing diversity demonstrates that we are a Society capable of developing to meet the requirements of a changing world.

7.2 The Policy

This policy applies to all its dealings with its members as well as other engaged by or who work with the Society

The BMFA believes in treating everyone equally and with the same attention, courtesy and respect regardless of sex, gender reassignment, marital status/civil partnership, pregnancy and maternity, race (including ethnic origin, colour, nationality and national origin), disability, sexual orientation, religion and or belief and age.

The BMFA is committed to complying with all applicable anti-discrimination legislation and associated Codes of Practise, including the Equality Act 2010 and in developing and implementing our anti-discrimination policy.

7.3 Appropriate Behaviour

It is expected that every member, employee or person associated with the BMFA will conduct themselves in an appropriate manner, which can be characterised by:

- treating others with dignity and respect
- having an awareness of the effects one's behaviour may have on others
- communicating openly and honestly
- helping each other to achieve objectives.

Directors, Council Members, Fellows and Staff are expected to set an appropriate standard of behaviour and to lead by example, ensuring that others adhere to the Society's policy and promote our aims and objectives in relation to equal opportunity, diversity and inclusion.

7.4 Promoting and Communicating Equality and Diversity

This policy is published on the Society's wensite. All those who act on the BMFA's behalf will be informed of this policy and will be expected to comply with it.

In all its dealings with others, the BMFA will seek to promote the principles of diversity, inclusion and equality

The BMFA will make every effort to reflect its commitment to diversity, inclusion and equality in its marketing and communication activities where appropriate.

The BMFA will investigate any complaints of unlawful discrimination made by members, employees or other third parties in relation to the BMFA and take action where appropriate. All complaints will be investigated in accordance with the BMFA grievance or complaints procedure and the complainant will be informed of the outcome.

For more information on this policy please visit our website at <http://www.bmfa.org>.'

Section 8.1 - Page 14

Insert at the beginning of section the following;

'Definition: "Small unmanned aircraft" (SUA) means any unmanned aircraft, other than a balloon or a kite, having a mass of not more than 20kg without its fuel but including any articles or equipment installed in or attached to the aircraft at the commencement of its flight.'

Insert the following at the end of the second paragraph;

'The ANO has now been updated as of 31/07/2018 by the Air Navigation (Amendment) Order 2018 No. 623 which makes it illegal to fly any SUA above 400 feet. However the CAA have issued a Permission and Exemption which allows members of the BMFA, the Scottish Aeromodellers Association (SAA), The Large Model Association (LMA) and FPV UK to continue operating 'conventional' model aircraft (excluding multi-rotors) weighing less than 7Kg at heights in excess of 400ft. An exemption has also been given that allows members to operate 'conventional' model aircraft (excluding multi-rotors) weighing less than 3.5Kg at heights up to 1000ft using first person view (fpv). An exemption has also been granted for gliders in excess of 7kg, but not exceeding 14kg to fly at height in excess of 400ft above the surface of the earth beneath it, provided the aircraft is not flown at a height greater than 400ft above the remote pilot at any time. The full text of these exemptions are available on the website at BMFA.org.

Note that any model aircraft flying in within 1 kilometre of the boundary of a licensed airfield at any height will have to be with the permission of the airfield air traffic control or airfield operator.'

Insert 'requirements' inside the brackets at the end of the title to Article 94.

In paragraph 94(2) delete ~~person-in-charge~~ and replace with 'remote pilot'.

In paragraph 94(3) delete ~~person-in-charge~~ and replace with 'remote pilot'.

In paragraph 94(4) delete the words before sub-paragraph (a) and substitute the following;

'(4) If a small unmanned aircraft has a mass of more than 7kg excluding its fuel but including any articles or equipment installed or attached to the aircraft at the commencement of its flight, the SUA operator must not cause or permit the aircraft to be flown , and the remote pilot in charge of the aircraft must not fly it-'

Delete the ~~er~~ at the end of sub-paragraph (b) and the whole of sub-paragraph (c).

Insert new paragraph 94(4A);

'(4A) Paragraph (4) does not apply to any flight within the flight restriction zone of a protected aerodrome (for details please refer to article 94B of 'The Air Navigation (Amendment) Order 2018 - 2018 No 623' – Ed.)'

Delete paragraph 94(5) and replace with the following;

'(5) The SUA operator must not cause or permit a small unmanned aircraft to be flown for the purposes of commercial operations, and the remote pilot of a small unmanned

aircraft must not fly it for the purposes of commercial operations except in accordance with a permission granted by the CAA.'

Section 8.1 - Page 15

Delete paragraph 95 (1) and replace with;

'(1) The SUA operator must not cause or permit a small unmanned surveillance aircraft to be flown in any of the circumstances described in paragraph (2), and the remote pilot of a small unmanned surveillance aircraft must not fly it in any of those circumstances, except in accordance with a permission issued by the CAA.'

In paragraph 95 (2)(c) delete ~~person-in-charge~~ and replace with 'SUA operator or the remote pilot'

In paragraph (95)(4) replace both occurrences of ~~person-in-charge~~ with 'remote pilot'.

Section 15.3 - Page 28

In paragraph (f) delete ~~a good idea~~ and replace with 'essential.' and delete ~~The peace of mind... through to ...checkers available...~~

Add the following final sentence:

'Ensuring that the receiver battery has sufficient capacity to support the flight is essential if the pilot is to comply with the ANO and having the peace of mind in knowing that the last flight of the day will not be the last flight of the model is well worth having.'

Section 15.8 - Page 30

Delete from ~~ideally, there should be...~~ through to the end of the Section and replace with the following;

'Under no circumstances should an isolating switch be placed between the ESC and the Battery unless it has been designed specifically for that usage. Current flow from even a 3S LiPo pack can reach 60 amps. With some models, it is difficult to connect the battery to the ESC while keeping your arms outside the propeller arc. In such cases, an external arming plug is recommended typically of the type and rating that is used to connect the battery to the ESC. At least one manufacturer is offering a battery isolator switches covering 100 A and 200 A but these are in excess of £100 currently. The use of a spark arrestor to eliminate the crack when you first connect a battery to the ESC is good practice. Spark arrestors can be made by the modeller or else bought commercially.'

Section 15.9 - Page 30

In paragraph (a) delete ~~...UBEG~~ and replace with '...Universal BEC (UBEC)'

Section 15.17 - Page 33

Add a new paragraph at the end of the section;

'When starting an IC engine while wearing a neckstrap, always make sure the free end of the strap is restrained so that it cannot be drawn into the rotating propeller.'

Section 15.22 - Page 35

Add the following to the end of the third paragraph;

'If the model has a spark ignition or electric motor then the range check should always be carried out with the engine running.'

Section 18.4 - Page 44

In paragraph (f) delete the full stop and add the following after the word *check*:

'...if any changes or re-installation of equipment have taken place since the last session or if a history of range problems exists.'

Section 18.5 - Page 45

In sub-paragraph (v) of paragraph (k) delete the penultimate sentence *At this point... expect it to*.

In paragraph (l) delete *Failsafe working*, at the end of the line

Section 19.3 - Page 48

Add a new sub-paragraph at the end of paragraph (g);

'(ix) Check receiver and transmitter batteries have sufficient capacity for the flight plus a safety margin.'

In paragraph (i) delete *CAP658 does not currently allow the general use of metal rotor blades*, and replace with the following;

'The BMFA has negotiated a dispensation from the CAA concerning the use of metal rotor blades. These may now be used under certain restrictions on non-aerobatic models over 7 kg and strictly subject to a written permission from the CAA.

The CAA will only grant such dispensation for a model following an application from the BMFA. All applications will be subject to scrutiny of blade manufacturer, material specifications, method of manufacture etc and there will be ongoing monitoring by both the AHA and the BMFA.

If you are considering using such blades on a large non-aerobatic helicopter, you must contact the BMFA office for details of the current application procedure.'

Section 19.4 - Page 49

Add a new sentence at the end of the opening paragraph;

'Please remember that multi-rotors may not be flown in excess of 400ft above ground level at the launch point.'

Section 19.4 - Page 50

Delete sub-paragraph (xii) of paragraph (k) and renumber (xiii) to (xii)

Section 19.4 - Page 51

Add a new sub-paragraph at the end of paragraph (l);

'(vii) Check receiver and transmitter batteries have sufficient capacity for the flight plus a safety margin before the flight.'

Section 19.5 - Page 52

Insert in the fourth paragraph after *their pilots*...

'... therefore make sure that the failsafe is working properly before each session'

Add a new final paragraph;

'Remember also that both thermal and slope soaring flights can last for exceptionally long times. It is imperative that you ensure that both your receiver and transmitter batteries have sufficient capacity for the flight plus a safety margin.'

Section 19.6 - Page 52

Add the following at the end of paragraph (a):

'Stay well clear of overhead power lines.'

Section 19.16 – Page 57

Add the following new paragraph at the end of the section.

'(f) For large gliders over 7kg but not exceeding 14kg please note the revised definition of the 400 feet height limit given in the 2018 CAA Permission described in Section 8.1 of this Handbook.'

Section 19.22 - Page 61

After the first paragraph add the following note;

NOTE: The Air Navigation (Amendment) Order 2018 limits FPV flight to less than 400ft, however an exemption (in addition to the Exemption overleaf) has been granted by the CAA for SUAs less than 3.5kg in weight including batteries or fuel allowing flights up to 1000ft. This excludes multi-rotors and any SUA with automatic or autonomous flight capability unless it is for flight stabilisation purposes.

Delete the whole paragraph (d) and replace with

'(d) **Control Measures** – There are two mechanisms to address the safety concerns depending on the all up weight (auw) of the model.

- (i) For models less than 3.5 kg auw an exemption (ORSA 1226) which permits the person in charge to wear the headset provided a spotter is employed. Please see section 19.23 following for full details.
- (ii) For models in excess of 3.5 kg the buddy box system will need to be employed and then the person in charge will have the master transmitter and also direct line of sight to the model whilst another person flies the model by reference to the live video feed.
- (iii) **Remember that the operating conditions in both these cases clearly places the legal responsibility for the safety of the flight on the person in charge.'**

In the first line of paragraph (e) delete ~~....in paragraph (4)~~ and insert instead '...above'.

Delete the whole of paragraph (f)

Section 22.2 Scheme Control - Page 66

Delete the section (incorrectly numbered 21.2) and replace with:

'The scheme is administered nationally by power and silent flight Scheme Controllers, although these roles may be combined in a single Scheme Controller. The Achievement Scheme Review Committee (ASRC) has ownership of all Achievement Scheme materials, which are reviewed on an annual basis.

BMFA Areas control and co-ordinate the activities of all Area Chief Examiners and Instructors, within their Area. Individual clubs administer their Club Examiners and Instructors'

Section 22.3 Qualifications - Page 66

Delete the section (incorrectly numbered 21.3) and replace with:

'The scheme provides proficiency certification and achievement awards at Basic Proficiency (BPC) and 'A' certificate (basic) and 'B' certificate (advanced) levels for a wide variety of disciplines. Specialist 'C' certificate endorsements are also available to 'B' certificate holders. Full details of the scheme and the wide variety of achievements available are detailed in the dedicated 'Achievement Scheme Handbook', along with information on the various Instructor and Examiner ratings.

This Handbook is available from the Leicester Office or for download from the achievement scheme website at <http://acheivements.bmfa.org>.'

Section 25.1(a) – Page 75

Delete Public Relations Officer

Section 25.3 – Page 76

In paragraph (a) delete PRO and replace with 'Achievement Scheme Controller'.

Section 26.2 – Page 77

In first column delete FPV and replace with 'R/C Drone'

In second column delete ~~Volume F3 FPV Racing Model Aircraft V2—£5~~

Section 27.2 – Page 78

Insert a new paragraph after the second paragraph;

'On the News section of the website members can subscribe to the News link and they will then get updates e-mailed to them. You will also find links to the Area websites where again you can subscribe to get local updates.'

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