

ACHIEVEMENT SCHEME REVIEW COMMITTEE MEETING

11th July 2009

Present

Terry Rounce	Chairman
Peter Spurway	Member / PAS/SFAS Controller
Chris Bromley FSMAE	Member / BMFA Tech Sec
John Harris	Member
Bob Mahoney	Member
Andy Symons	Member
Linda Harding	Minute taker / Office Manager

Visitors

Richard Budd	Helicopter Chief Examiner
Roger Mayo	AHA Chairman
Dave Pacey	AHA Rep to RCPTC
Don Hall	Helicopter
Len Bliss	Helicopter Chief Examiner

List of contact/email/telephone & fax numbers

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Introductions were made before the meeting began.

1. Apologies

Apologies were received from Dick Whitehead and Mick Eames.

2. Correction and Adoption of the Minutes of the 4th April 2009 meeting.

There were no corrections.

Bob Mahoney proposed that the Minutes of the 4th April 2009 meeting be accepted as a true record of that meeting.

Seconded by Peter Spurway
Carried unanimously

3. **Matters arising from the Minutes of the 4th April 2009 meeting.**

Page 2

- **Second paragraph, advice re Electric models** – The Technical Secretary advised that more research is required before adding something in the handbook. He anticipates that there will be a new section in the next issue of the handbook.

The Chairman asked for this item to be included on the next agenda.

***** **AGENDA NOVEMBER ASRC MEETING – Handbook section, advice re Electric models**

ACTION: OFFICE MGR

- **Third paragraph from the bottom, action Tech Sec to look at Display Code in terms of any legality issues regarding age limit for flying at shows** – The Technical Secretary reported that the advice from the Honorary Solicitor is that there is actually no legal limit. Basically the onus is on the show organiser and flight line marshal to ensure that any young pilots who are flying are accompanied and fly safely.

It was agreed the Technical Secretary would add a clause in the relevant section of the handbook which covers the Display Code to alert organisers and flight line marshals to the fact that younger pilots do need constant supervision.

ACTION: TECH SEC

Page 3

- **Fourth paragraph, ASC guidance document, to be issued to all new ASC's** – The Technical Secretary explained that he had forgotten to review the document provided by the PAS Controller at a previous meeting. He asked the PAS Controller if he could send him a further copy, which he will look at and make any relevant comments.

ACTION: PAS CONTROLLER/TECH SEC

Page 5

- **Sixth paragraph, minimum weight limit for power fixed wing 'A' and 'B' tests, action Committee Members to bring back thoughts for consideration to this meeting** - Following discussion at this meeting the recommendation of this Committee, which will be put to Areas Council is 1Kg minimum weight limit for FW 'A' and 'B' tests.

The question was also raised whether this should apply to Helicopters. Following a lengthy debate the consensus was that we should seek the opinions of the AHA. The AHA representatives present today were happy to take this back to their Committee for discussion.

ACTION: AHA

Page 6

- **First paragraph, guidance in the Members Handbook re third party insurance level for non-members taking part in the achievement scheme** – The Technical Secretary reported that he raised this issue with the

Executive and they have agreed, with some input from our insurers, that £5million cover is acceptable for non-members taking part in the Achievement Scheme.

A question was raised with regard to paid flying instruction, whether it is classed as commercial and is therefore covered under the insurance.

It was explained that there is a scheme in place for clubs which is covered under the club insurance for a club instructor to make a charge for tuition (Members Handbook page 10 - Flying Training cover). This is not classed as commercial. If a member is running it as a business and making a living from it this is classed as commercial and is NOT covered under the normal BMFA insurance or Club insurance. Our brokers, Perkins Slade Ltd can provide Commercial insurance for training schools.

As this issue has been raised and there is obviously some misconception surrounding it, it was suggested that someone contacts the Development Officer to ask him to include something in BMFA News 'Chacksfield Chat' section. The Chairman said he would contact the Development Officer.

ACTION: CHAIRMAN

- **Fly-bar less** – Helicopter fly-bar less systems was discussed at length and the valuable opinions of all the helicopter experts present at the meeting today were well received.

Because of the way the market is moving with regard to sophisticated electronic equipment all we can do is keep a watching brief of the situation. The Chairman charged the AHA with obtaining some feedback from the helicopter fraternity both AHA members and non AHA members and keep this Committee apprised of any developments.

ACTION: AHA SEC

Dave Pacey commented that it should be noted that he is the AHA Representative on the R/CPTC and not Peter Christy as some people seem to think.

4. Correspondence – There was nothing to discuss.

5. Helicopter 'B'.

The Chairman explained that the reason why the Helicopter experts were attending today is because Council instructed this Committee to consult with the Specialist Body for Helicopters with regard to finalisation of the Helicopter 'B' Certificate manoeuvre, which has been the cause for much discussion at both Areas and Full Council for the past couple of years.

The main point of contention is the 'Four Point Pirouette' manoeuvre. The Technical Secretary briefed the Helicopter guests with background information to bring them up-to-date with why we are discussing it today.

The AHA representatives pointed out for clarification that they are not just about looking after the interests of competitors they also have a lot of involvement with club flyers. Unfortunately the title of AHA does not reflect this, which leads to misconception of what they are about.

After considerable deliberation and comment from everyone it was unanimously agreed that we should put forward the following proposals:

- 1) Across the whole of the Achievement Scheme the 'A' test must be taken before taking the 'B'.
- 2) Introduce a new manoeuvre called the 'Bliss Bow Tie'.
- 3) Remove landings from the 'Four Point Pirouette'.

***** **APPENDIX A - Bliss Bow Tie/Four Point Pirouette**

The AHA representatives on behalf of the AHA thanked everybody for their time and efforts today, which is much appreciated. Hopefully this has paved the way for a better working relationship with the ASRC and the AHA.

6. Jet 'C'

Andy Symons was tasked at the last meeting with sending out the discussion document and skeleton schedule for the Jet 'C' to relevant Technical Committees and Specialist Bodies and certain Jet flyers for comments. He reported today that unfortunately he had received no response.

He was especially disappointed that he had not received a response from the Chairman of the JMA, who he had personally spoke with and told him to expect the document.

This will be reviewed at the next ASRC meeting.

7. Indoor 'A' and 'B'.

A consultation document has been given a wide circulation and we are still awaiting responses.

This will be reviewed at the next ASRC meeting.

8. Scale 'C'

This item will be discussed at the next ASRC meeting and invitations will be sent to Ian Pallister Scale TC Delegate, Phil Kent and Graham Kennedy to attend the meeting.

ACTION: CHAIRMAN/OFFICE MGR

9. ACE/Club Examiner areas of operation.

This was debated at length which raised several anomalies. Further discussion is required at Areas Council.

The Chairman will arrange for a discussion item be included on the September Areas Council Agenda.

AGENDA ITEM SEPTEMBER AREAS COUNCIL MEETING – To discuss ACE/Club Examiner areas of operation.

ACTION: CHAIRMAN/OFFICE MGR

He asked Andy Symons and Peter Spurway PAS Controller to put their thoughts together in bullet form for consideration at the Areas Council meeting.

ACTION: PAS CONTROLLER/ANDY SYMONS

10. Date of next meeting.

This was confirmed as **Saturday 28th November 2009.**

Linda Harding
Office Manager
15th September 2009

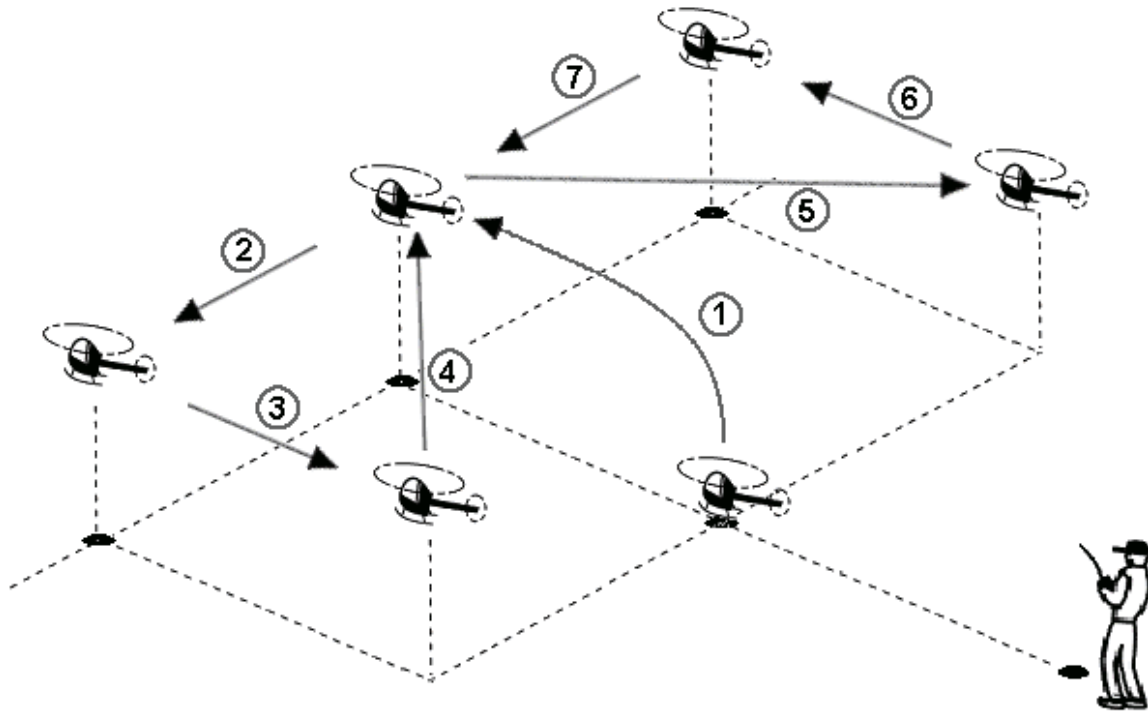
Circulation:

ASRC Members	Development Officer
Elected Officers	Chief Executive
Area Council Members	Office Manager
RCPTC Sec & Chair	Accounts Manager
Scale TC Sec & Chair	Des Farthing FSMAE
R/C SFTC Sec & Chair	All Area AS Co-ordinators
Indoor TC Sec & Chair	All Chief Examiners
Len Bliss	Richard Budd
Roger Mayo AHA Chairman	Don Hall

(b) Perform one hovering bow tie

All sections of the manoeuvre are numbered and referenced to the manoeuvre drawing. The manoeuvre as described is flown anti-clockwise. However the direction of the flight may be either clockwise or anti-clockwise, at the discretion of the Examiner.

At all times in the manoeuvre, the model must be facing forward.



(1) The model starts on the TOLP, takes off and flies to a position over the centre marker where it is hovered for about 5 seconds.

(2) The model then hovers sideways to the left for about 5 metres to a position over the left inner marker where it is held and hovered for about 5 seconds.

(3) The model then hovers backwards for about 5 metres to a position immediately behind the left inner marker and level with the TOLP where it is held and hovered for about 5 seconds.

(4) The model then hovers diagonally forward and to the right to a position over the centre marker where it is held and hovered for about 5 seconds.

(5) The model then hovers diagonally backward and to the right to a position immediately behind the right inner marker and level with the TOLP where it is held and hovered for about 5 seconds.

(6) The model then hovers forwards for about 5 metres to a position over the right inner marker where it is held and hovered for about 5 seconds.

(7) The model then hovers sideways to the left for about 5 metres to a position over the centre marker where it is held and hovered for about 5 seconds.

This completes the manoeuvre.

Hover height must be consistent throughout the manoeuvre and there should be minimum wandering away from the straight lines between the designated hovering points as the manoeuvre is flown.

(c) Perform one 4-point pirouette

From the previous manoeuvre, the manoeuvre is begun with the helicopter hovering over the centre marker, tail-in to the pilot and it is held in that position for about 5 seconds. The model is then rotated 90 degrees and held in the hover, sideways on to the pilot for about 5 seconds.

The model is then rotated a further 90 degrees in the same direction to be nose in to the pilot and hovered in that position for about 5 seconds.

The model is then rotated a further 90 degrees in the same direction to the sideways on position to the pilot and hovered in that position for about 5 seconds

The model is then rotated a further 90 degrees in the same direction to the tail-in position to the pilot and hovered in that position for about 5 seconds.

The model is then hovered backwards for approximately 5 metres and landed on the TOLP. This completes the manoeuvre.

The helicopter must rotate either clockwise or anti-clockwise for the entire manoeuvre. The Examiner will state which direction he wishes to see. The clear inference is that the candidate must be competent to perform the rotations in both directions prior to the test. Hover height must be consistent throughout the manoeuvre with minimum wandering away from the Centre marker. The landing must be within the 2 metre diameter circle centred on the TOLP.

NOTES

Provisional