

ACHIEVEMENT SCHEME REVIEW COMMITTEE MEETING

28th November 2009

Present

Terry Rounce	Chairman
Peter Spurway	Member / PAS/SFAS Controller
John Harris	Member
Bob Mahoney	Member
Mick Eames	Member
Dick Whitehead	Member
Andy Symons	Member
Linda Harding	Minute taker / Office Manager

Visitors

Phil Kent	Scale representative
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List of contact/email/telephone & fax numbers

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1. Apologies

Apologies were received from Chris Bromley FSMAE and Ian Pallister.

2. Correction and Adoption of the Minutes of the 11th July 2009 meeting.

Page 1

- **List of those present** – Don Hall – add “Chief Examiner” after “Helicopter”.
- **List of email addresses** – Correct email address for Andy Symons, should be andysymons@na-bmfa.org

Page 4

- **Item 6 Jet C, second paragraph, second line** – Replace “personally spoke with” with “emailed”.

Bob Mahoney proposed that the Minutes of the 11th July 2009 meeting be accepted as a true record of that meeting.

Seconded by John Harris

Vote: For: 5

Ags: 0

Abs: 2

Carried by a majority vote.

3. Matters arising from the Minutes of the 11th July 2009 meeting.

Page 2

- **Second paragraph, action to include item for this meeting to discuss section in new Members' Handbook re advice on electric models** – Deferred until Chris Bromley is available.
- **Halfway down the page, action PAS Controller/Tech Sec re ASC guidance document** – The PAS Controller advised that he had still not received comments from the Technical Secretary regarding input for the ASC Guidance Document.
ACTION: TECH SEC

Page 3

- **Fifth paragraph, fly-bar less** – The Chairman advised that Dave Pacey from the AHA will join the meeting later to discuss this item.
- **Item 6, Jet 'C'** – Andy Symons commented that he had still had no official feedback on the Jet 'C'.

Mick Eames advised that following discussion with Paul Heckles, who runs a training school, the subject of the Jet 'C' was raised and he offered the use of his site and equipment to help out with any test flying that is required for the Jet 'C' manoeuvres. The offer was gratefully received. John Harris was asked to liaise with Paul to make the necessary arrangements.

4. Correspondence – There was none.

5. ACE areas of operation.

The general consensus at the Areas Council when ACE areas of operation was discussed, was that a Chief Examiner acting outside of his Area uninvited and without the authority of the ASC should have the same status as a Club Examiner. Therefore he could not, outside of his Area, take a 'B' test on his own but he could assist a Club Examiner to take a 'B' test.

After due discussion the suggested wording for the proposal to Areas Council as follows:

Proposal: When outside of their own Area, Area Chief Examiners can only operate with Club Examiner status unless prior agreement has been sought from the Area Achievement Scheme Co-ordinator.

Reason: Clarification of existing guidelines.

The Technical Secretary will generate the proposal and submit it to Areas Council for the January meeting.

ACTION: TECH SEC

The Office Manager advised that in some cases when clubs complete the Club Examiner annual ratification form they also add or include Chief Examiners on the list. After due consideration it was agreed the Membership Secretary should be instructed not to do anything with this information.

6. Scale 'C'

The Technical Secretary was unable to attend the meeting today however he had provided a document outlining the opinions he has formed during the debate on the Scale 'C' over the past year or so.

Phil Kent also provided valuable input to the debate, for which the Chairman was very grateful.

We are moving on slowly with the Scale 'C' concept. It is important that we maintain the stance that it is aimed purely at club flyers and in no way encompasses competition flying.

The PAS Controller commented that he has an issue with the fact that currently the 'B' schedule permits candidates to opt out of the difficult manoeuvres and would prefer it that they did not have this choice. He would not have a problem then with the Scale 'C' not requiring any difficult manoeuvres. People would have already have had to do prove they could do them for the 'B' test.

The Chairman concluded that we must have more input from our experienced Scale flyers before we are able to move on. He would be inviting Gordon Warburton FSMAE, Ian Pallister and Graham Kennedy to the next meeting and looks forward to their input.

7. Indoor 'A' and 'B'

The Chairman read out comments from the minutes of a North East Area meeting. Copies of the Technical Secretary's comments in response to questions from Western Area Indoor flyers were also made available.

The comments are generally why do we need an Indoor scheme and why have the manoeuvres been set to be so difficult.

It was agreed that we should take it back to Areas Council in January in its current form together with the comments received so far. Areas Council will be informed as to why we have pitched the 'A' where we have and also that it needs to be entirely unconnected with the 'A' test for flying outdoors. Ultimately we need to ascertain from Areas Council what they think of it and seek further guidance. The Chairman will suggest to Areas Council that the Indoor 'A' and 'B' scheme document is circulated again with the Area Council Minutes and request further comments from the members.

8. Any Other Business

Helicopter fly-bar less – Dave Pacey, member of AHA joined the meeting briefly and gave advice on the differences between the two systems currently being used in helicopter flying. It is then up to the ASRC to draw their own conclusions.

- Fly-bar less uses a set of electronics that replaces the inputs of the fly-bar, making the fly-bar purely electronic, but it won't necessarily fly itself.

- The auto pilot system which will fly the helicopter itself. In his opinion this should not be used to take the 'A' or 'B' test.

The main question this poses is how would an Examiner who is not conversant with the difference of performance be able to differentiate whether the person is a good pilot or whether it down to the performance of the helicopter.

For the time being we just need to keep a watching brief on the situation.

PAS Controller

The PAS Controller had previously circulated to ASRC members a new drawing for the Helicopter 'A' test. The reason he has put together a new drawing came about because it was evident from comments he had received that the drawing in its current form was difficult to understand.

The new drawing is easier to understand and reflects what we actually want the candidates to do with their helicopter when they take the 'A' test.

The meeting were unanimous in their decision that the drawing should be substituted for the current drawing, the reason being that it is less ambiguous.

The inception date for the recent changes to the Achievement Scheme which includes the 'Bow Tie' manoeuvre in the Helicopter 'B' test is 1st January 2010. The Chairman will put together a notice to appear in the April BMFA News. He will also include the new Helicopter 'A' drawing as agreed above.

ACTION: CHAIRMAN

The PAS Controller highlighted a few minor corrections required to the PAS Guidance for Chief Examiners booklet. The Office Manager was asked to arrange to get the corrections done and to produce a word document.

ACTION: OFFICE MGR

Linda Harding, Office Manager
17th March 2010

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
	Dave Pacey AHA Rep	Phil Kent
	Ian Pallister	Gordon Warburton FSMAE
	Graham Kennedy	