

MINUTES

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LTD.

(T/A British Model Flying Association)

Minutes of the Area Council Meeting held on the 26th September 2009 at 11am at Chacksfield House, 31 St Andrews Road, Leicester LE2 8RE.

Provisional until confirmed at the next Area Council Meeting.

PRESENT

Robin Sleight MBE	Meeting Chairman
Nigel Barker	PRO
Peter Leavesley	East Anglia Area Delegate
Peter Spurway	London Area Chairman Alternate / RCP&SF AS Controller
Andy Symons	Northern Area Delegate
Neil Cooper	Northern Area Chairman Alternate
Allan Weighell FSMAE	North East Area Chairman
Tom Jones	North East Area Delegate
David Lloyd Jones	North West Area Delegate
Keith Barker	North West Area Chairman Alternate
Roger Bellingham	South Midland Area Chairman
Peter Christy	South Midland Area Delegate
Bob Cutter	South East Area Chairman
Keith Miller FSMAE	South East Area Delegate
Stuart Simpson	Southern Area Delegate
Colin Booth	Western Area Chairman
Phil Durant	Western Area Delegate
Mike Colling FSMAE	Northern Ireland Area Delegate Alt
Mick Evans	RAFMAA Area Chairman

In Attendance

Linda Harding	Minute Taker / Office Manager
Manny Williamson	Development Officer
Chris Bromley FSMAE	Technical Secretary

Visitors

Peter Disney	South West Area
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AGENDA

- 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 6th June 2009.

- 4 Matters/Actions Arising from the meeting on 6th June 2009 that are not included elsewhere on this Agenda.
- 5 To receive reports from the Achievement Scheme Controllers.
- a) Power
 - b) Silent Flight
- 6 To receive the following proposals from Chris Bromley FSMAE, Technical Secretary on behalf of the Achievement Scheme Review Committee.
- i That the 'A' and 'B' Certificates, Fixed Wing, be each modified by adding the following sentence to the notes after the numbered sections;

The minimum weight of the model used for taking the test will be 1kg (2.2 lbs.).
 - ii That if the 'A' and 'B' Certificates minimum weight proposal is passed,

It is Proposed that:
The 'A' and 'B' Certificate, Fixed Wing, guidance notes, 'model' section be modified as follows;

The 'A' Certificate.
Modify the existing paragraph;

The test can be performed with virtually any powered fixed wing model, i/c or electric, **with a minimum weight of 1 kg (2.2 lbs.) without fuel but with batteries**. It is not expected that the test will be taken with an electric powered glider, however, as the Silent Flight Electric 'A' Certificate would be more appropriate to that type of model.

The 'B' Certificate
Add the new paragraph;
The minimum weight of a model used to take the test is 1 kg (2.2 lbs.) without fuel but with batteries.
 - iii That the following modification be made to the Helicopter 'B' Certificate. Member's Handbook, 2007, page 53, Column 1;

That manoeuvre (b), the Four point Pirouette with landings, be deleted and replaced with the following:

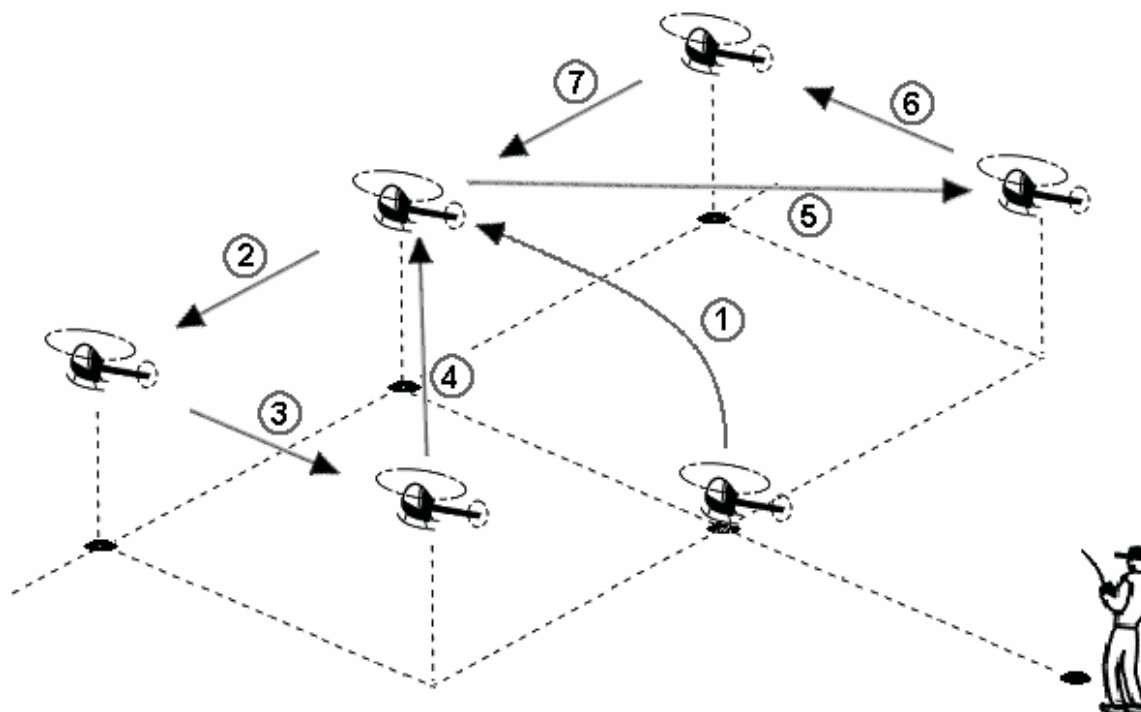
 - (b) Perform one hovering bow tie
 - (c) Perform one 4-point pirouette

Renumber the following manoeuvres to suit.
 - iv That should the proposal concerning the replacement of the Helicopter 'B' manoeuvre
 - (b) 4 point pirouette with landings with the manoeuvres
 - (b) Hovering Bow Tie and
 - (c) 4 point pirouette

be successful, the following changes be made to the Helicopter 'B' Standards Booklet.

(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.

Further, other changes to various points within the standards booklet be made to bring the booklet into line with the above.

v The following modification be made to the section Radio Control Achievement Schemes, General. Member's Handbook, 2007, page 45, Column 1;

- (a) The 'A' Certificate which may be equated to a 'safe solo' standard of flying.
- (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.

In all disciplines, the relevant 'A' Certificate must be passed before the 'B' Certificate is attempted although these tests may be taken on the same day if requested.

- 7 To discuss Area Chief Examiners' Areas of operation.
- 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 2010.
- 12 Any Other Business.

MINUTES

VOTING STRENGTH OF THE MEETING IS 18

A1024/09/09 (1) Apologies for absence.

Apologies were received from the following:

Howard Menary FSMAE Northern Ireland Area Delegate
George Maynard Midland Area Delegate
Terry Rounce London Area Chairman
John Thompson Northern Area Chairman
Robin Jones FSMAE Mid West Area Delegate

A1025/09/09 (2) Request for permission to be absent.

A request was received from Martin Dilly FSMAE London Area Delegate, which was duly granted.

A1026/09/09 (3) Correction and adoption of the Minutes of the Area Council Meeting held on 6th June 2009.

Page 12

- **Third paragraph, second line** - Replace "by" with "on".

North West Area proposed that the Minutes of the Areas Council Meeting held on 6th June 2009 be accepted as a true record of that meeting.

Seconded by Northern Area.

Vote: For: 15
Ags: 0
Abs: 3

Carried by a majority vote.

A1027/09/09 (4) Matters/Actions Arising from the meeting on 6th June 2009 that are not included elsewhere on this Agenda.

ACTION / NOTES

Page 5

- **Third paragraph from the bottom, Council Meeting breakdown costs** – The PRO advised that a copy of breakdown costs for Council Meetings was made available today to Area Council members.

Page 6

- **Proposals from Technical Secretary on behalf of ASRC** – South Midland Area questioned why the ASRC cannot submit proposals as a bona fide sub-committee.

The Technical Secretary responded that ASRC as a sub-committee are not allowed to submit proposals in their own right. All sub-committees must have a Council Member to sit on that committee. He is the appointed Council Member for ASRC.

Proposals can be submitted by Areas, Technical Committees or any existing Council Member. He submits the proposals as agreed by the committee, which is the simplest method of getting them on the agenda.

South Midland's concern was that the proposals submitted by the Technical Secretary do not show voting figures which are required when Technical Committees and Area Committees submit proposals on the proper form.

(RAFMAA Chairman joined the meeting at this point bringing the voting figure to 19.)

North West proposed that should any vote be taken at ASRC meetings when proposals are made on behalf of the ASRC, the voting should be recorded in the minutes.

Seconded by South Midland
Carried unanimously

ASRC

Page 10

- Top of page Jet 'C' draft discussion document by the ASRC – South Midland questioned the suitability of the make-up of the ASRC and believes they do not have the relevant expertise to put forward such documents as proposed for the Jet 'C'.

He feels there is a serious imbalance of qualifications of the ASRC members who are predominantly fixed wing. This is not good for its perception amongst the wider BMFA membership.

It was pointed out that the Jet 'C' document was drafted as a result of consultation with jet flyers. A request went out to the JMA for their comments however they did not respond.

The AS Controller objected most strongly to the suggestions from South Midland. He pointed out that whenever experience is lacking on the ASRC experienced people are always called in when required.

The Technical Secretary commented that you only need to look at the record from the inception of the Achievement Scheme. This Council has moved the Achievement Schemes on immeasurably and most of the changes have come from the ASRC discussions.

The Chairman asked that the minutes should record that it was reiterated that, when appropriate, the ASRC must liaise with Specialist Bodies.

Page 11

- Second paragraph, Club listings – The Chairman reiterated the requirement for all Areas to report any anomalies of the club listings to the Membership Secretary.

- **Fifth paragraph, South East Area request that head office convey to them any information they receive in relation to South Downs National Park –**

The request was noted by the office however there has been nothing to report.

- **Final paragraph, location of Council Minutes and Agendas on the website –** Work is still in progress.

Page 13

- **Fifth paragraph, filming of Indoor Duration Nationals for promotional DVD –** The Development Officer advised that suitable footage had been previously been filmed and it would not have been cost effective to send a camera man to different locations throughout the country.

This concluded matters arising.

A1028/09/09 (5) To receive reports from the Achievement Scheme Controllers.

Power/Silent Flight

It is approaching that time of the year again for reports. All Chief Examiners are reminded to start putting their reports together. A letter will be sent to remind them of their duty to submit the reports.

Early notification of any changes would be appreciated.

A great deal of money was expended to ensure Examiners/Chief Examiners had the most up-to-date paperwork but we still continue to receive the old forms. The AS Controller made a plea to Examiners to discard the old paperwork and use the new ones.

**EXAMINERS/
CHIEF EXAM**

A1029/09/09 (6) To receive the following proposals from Chris Bromley FSMAE Technical Secretary, on behalf of the Achievement Scheme Review Committee.

The Technical Secretary introduced the following proposals for consideration and provided some background information.

i That the 'A' and 'B' Certificates, Fixed Wing, be each modified by adding the following sentence to the notes after the numbered sections;

The minimum weight of the model used for taking the test will be 1kg (2.2 lbs).

Seconded by Northern Area
Carried unanimously

TECH SEC

ii *That if the 'A' and 'B' Certificates minimum weight proposal is passed,*

It is Proposed that:

The 'A' and 'B' Certificate, Fixed Wing, guidance notes, 'model' section be modified as follows;

The 'A' Certificate.

Modify the existing paragraph;

The test can be performed with virtually any powered fixed wing model, i/c or electric, **with a minimum weight of 1 kg (2.2 lbs.) without fuel but with batteries.** It is not expected that the test will be taken with an electric powered glider, however, as the Silent Flight Electric 'A' Certificate would be more appropriate to that type of model.

The 'B' Certificate

Add the new paragraph;

The minimum weight of a model used to take the test is 1 kg (2.2 lbs.) without fuel but with batteries.

Seconded by Northern Area

Carried unanimously

TECH SEC

iii *That the following modification be made to the Helicopter 'B' Certificate. Member's Handbook, 2007, page 53, Column 1;*

That manoeuvre (b), the Four point Pirouette with landings, be deleted and replaced with the following:

- (b) Perform one hovering bow tie
- (c) Perform one 4-point pirouette

Renumber the following manoeuvres to suit.

iv That should the proposal concerning the replacement of the Helicopter 'B' manoeuvre

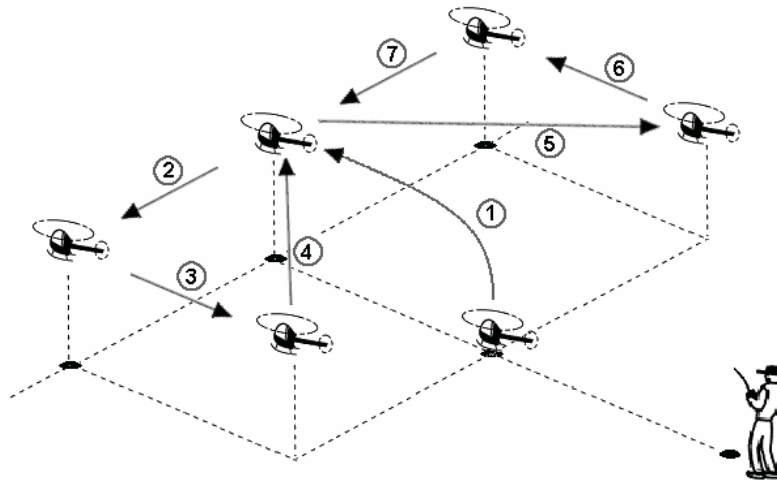
- (b) 4 point pirouette with landings with the manoeuvres
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be successful, the following changes be made to the Helicopter 'B' Standards Booklet.

(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.



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- This completes the manoeuvre.

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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.

Further, other changes to various points within the standards booklet be made to bring the booklet into line with the above.

Items iii and iv taken en bloc
Seconded by Northern Area
Carried unanimously

TECH SEC

NB Inception date for the above proposals is 1st January 2010.

ALL

v The following modification be made to the section Radio Control Achievement Schemes, General. Member's Handbook, 2007, page 45, Column 1;

(a) The 'A' Certificate which may be equated to a 'safe solo' standard of flying.

(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.

In all disciplines, the relevant 'A' Certificate must be passed before the 'B' Certificate is attempted although these tests may be taken on the same day if requested.

The Technical Secretary provided some background information in relation to the above proposal.

The AS Controller pointed out that consideration should be given to the fact that with both the Helicopter and Fixed Wing certificate there are certain manoeuvres in the 'A' that do not appear in the 'B'. It therefore makes sense that it is a logical progression through the 'A' to the 'B' as opposed to going straight to the 'B' and perhaps omitting some things that were included in the 'A'

Opinions were mixed and following a brief discussion the Technical Secretary asked permission to withdraw the proposal.

The Chairman commented that it was worth raising the idea and it was a very useful discussion. He deferred it to the next meeting and suggested it would be useful if Areas could discuss it at their meetings and bring their comments back to the next meeting.

ALL AREAS

***** **AGENDA ITEM JAN/FEB 2010 AREA COUNCIL MEETING – OFFICE MGR**
To discuss whether the 'A' Certificate must be passed before the 'B' Certificate is attempted.

A1030/09/09 (7) To discuss Area Chief Examiners' Areas of operation.

A discussion document prepared by the PAS Controller was previously circulated and repeated below.

There are several anomalies with the Areas of operation of Area Chief Examiners (ACE) and Club Examiners (E).

With regard to tests for the post of Club Examiner by an ACE this is now very well documented and the system is quite clear to all involved....if they read the literature.

Particular problems arise where Club Examiners test outside of their own club. They may test anywhere, provided they have an invitation from the second club. Area boundaries being completely irrelevant.

ASRC

If this second Club is within the same area as the ACE appointment, the ACE may visit this club without a problem. He may also act as an ACE, with regard to B tests - i.e. no specific requirement for a second examiner.

However, if it is outside of his area, the ACE may only visit AFTER reference to the Area Scheme Coordinator for that area. This does not apply to the Club Examiner, so it appears the ACE does not have the same freedom, even to act as a second examiner.

It has been practice that an ACE could act as a Club Examiner outside of his Area without a problem. There now seems to be a view that this is incorrect as not all ACE's are Club Examiners. My interpretation is that no ACE can be a Club Examiner as they fall completely outside of any Club ratifications and is completely at the discretion of the Area Committee. Note: Different disciplines are specifically excluded.

The logic for this is that 99% of ACE's were Club Examiners before appointment, therefore are well aware of the requirements.

There is also the difficulty of Fly-ins and Shows. We seem to have the situation where an ACE (out of Area) cannot do something that a Club Examiner can. This does not seem quite right.

However an ACE who is also a Club Examiner (in a different discipline) could then act as a 'normal' Club Examiner, without criticism from anyone.

There is a requirement for clarification of Areas of operation so that everyone involved knows what may be undertaken with clear and concise advice.

The above points were discussed at length.

There was general agreement around the table that it would make sense to give an ACE "Club Examiner" status outside of his Area.

The Chairman requested that the ASRC put together a formal proposal to submit to Areas Council. **ASRC**

A1031/09/09 (8) To receive a report from committees or coordinators related to the business of this meeting.

a) ASRC

It was very disappointing that there has been no feedback in relation to the two discussion documents that were appended to the minutes of the last Areas Council Meeting:-

The Indoor Achievement Scheme A & B tests and the Jet 'C'.

North West expressed concerns with regard to the Indoor Achievement Scheme A & B tests in that he feels it would be used as a qualification for Indoor events.

He also feels they are against the ethos of the 'A' and 'B' certificate scheme.

When it was discussed initially at the ASRC meeting it was considered that there would be a ground swell of comments that it is becoming an indoor licence to fly at events.

It was for that reason it was made specifically an indoor aerobic test so it will not take into account models such as the Vapours.

North West commented that halls are very expensive to hire and people who pay to use them might be unhappy if some of the flying time was set aside for tests. It was pointed out that the test would only take a few minutes to complete.

Because there had been a lack of feedback when it was sent out with the previous minutes it was agreed the two discussion documents should again be included with these minutes.

Indoor Achievement Scheme A & B tests and BMFA Jet C. (APPENDIX A)

The PRO pointed out that there was no mention of any pre-flight preparations within the scheme. The Technical Secretary responded that it is only a draft document and that is something that would be looked at.

The Technical Secretary commented that he believes what we want to achieve from the achievement schemes is a gradual increase in the flying skills of the model flyers in this country. The achievement schemes are the only way we have of encouraging that.

South Midland pointed out that the achievement scheme was originally introduced in part to pre-empt the introduction of licences for model pilots which the CAA were contemplating.

b) Flight Challenge

The Development Officer reported that the event was a great success. Work is already in progress for the 2010 event. Hopefully the Navy will be on board for 2010 and we will be able to secure Duxford as the venue.

c) Education

Work carries on as normal with the Education Programme. Some Areas are more active than others in promoting the Education Programme.

The Design and Technology Show is taking place in November. We will also be having a stand at the Times Education Show next week.

Mike Colling FSMAE Education Co-ordinator advised that following the BMFA AGM he would again be travelling to Northern Ireland to attend workshops.

A1032/09/09 (9) To receive reports From Area Committees.

***** **NORTHERN AREA – WRITTEN REPORT (APPENDIX B)**

***** **RAFMAA AREA – WRITTEN REPORT (APPENDIX C)**

***** **SOUTH EAST AREA – WRITTEN REPORT (APPENDIX D)**

South East wanted to assure everyone that they have not abandoned the BMFA 'Dart' kit because it mentions in the report that they would be running a free flight indoor meeting in conjunction with Midair Models using their 'Swift' model. They had to cancel the event last year because there was a lack of interest and they decided to give it one last go this year.

***** **NORTHERN IRELAND AREA - WRITTEN REPORT
(APPENDIX E)**

Allan Weighell FSMAE reported in addition that Northern Ireland had a few successes at this year's Indoor Nationals. Rodney O'Neill came first in the 'Living Room Stick' class with a possible plus record in the Category 2 Ceiling of 7 minutes; he also came third in the Champagne Fly-off; Elizabeth Robinson came third in 'Penny Plane'.

***** **NORTH WEST AREA – WRITTEN REPORT (APPENDIX F)**

***** **EAST ANGLIA AREA – WRITTEN REPORT (APPENDIX G)**

***** **WESTERN AREA – WRITTEN REPORT (APPENDIX H)**

***** **SOUTHERN AREA – WRITTEN REPORT (APPENDIX I)**

Southern Area commented suffer the same problems as mentioned in the East Anglia Area report of the reluctance of clubs to attend Area meetings.

***** **SOUTH MIDLAND AREA – WRITTEN REPORT (APPENDIX J)**

A1033/09/09 (10) To receive any reports from the Office and any Elected Officers specifically relating to Areas Council.

***** **Development Officer – WRITTEN REPORT (APPENDIX K)**

Honorary Secretary

The Honorary Secretary referred back to the situation with the South West Area. He commented that it would be very interesting to see how creating two sub-areas which are effectively County based, whether they are successful in extracting some county based funding.

If it does prove to be successful then it is probably something Full Council will consider for other areas.

PRO

He has attended a number of shows this season. He visited Hop Farm and will be making arrangements to have a stand there next year. He would like to hear from any volunteers who could help out there.

It is an excellent show and he feels it would be a good opportunity to market to people who might be interested and want to have a go at model flying.

He is available if any of the Areas needs help with PR activities and looks forward to hearing from them.

Technical Secretary

The Technical Secretary had previously circulated to the meeting a notification of proposed changes to the Air Navigation Order Articles, appended to the minutes.

(APPENDIX L)

The Power Nationals was excellent. There will be an extra flight line in 2010 near Helicopter basically for Scale Helicopters but possibly for 3D as well. It will be operating opposite Fun Fly and will only be for helicopters that can maintain their flight paths within very tight limits, roughly a football pitch.

The publication date for the new member's handbook has been brought forward to March 2010. There is now a web site version of the handbook which you can download. It is absolutely current and includes the addendums that have been issued over the last two years.

If anyone thinks that something should be in the handbook that is not in now should contact him.

A recent case was cited whereby a member has been prosecuted by the CAA for fraudulently obtaining LMA licence documents and for flying an uninsured model.

A1034/09/09 (11) To confirm dates of Areas Council Meetings 2010.

The dates for 2010 are as follows:

Saturday 30th January; Saturday 5th June; Saturday 25th September.

A1035/09/09 (12) Any Other Business.

East Anglia Area

"Members in the Area have reported that they have been unable to receive emails from head office, the reason given is that the service providers rejects emails from this site because they do not comply with generally accepted industry criteria (regrettably we are in the dark as to what the criteria may be). Attempts by such members to resolve this problem have it is reported been treated less than sympathetically. Are members from other Areas experiencing this problem; If so has the problem been resolved for them and how?"

In response to the above statement the Technical Secretary advised that there is only one issue of this nature that we are aware of which is in relation to an email address for Mike Woodhouse.

It is certainly not true that the issue has been treated less than sympathetically. We went to a great deal of trouble to identify what the problem was because we do not have this problem with anybody else. As far as we are aware no one else that deals with us uses the ISP that Mike Woodhouse uses. We have consulted with our ISP our webmaster and other people looking into the problem. It seems that the ISP that he uses will not accept mail from our ISP. We have no idea why. We believe it is a problem with his ISP however they blame our ISP and so the situation remains unsolved.

No problems have been resolved because other than Mike Woodhouse none have been reported to us. East Anglia will report back to the Area.

Peter Christy also mentioned the issue recently that the Technical Secretary was not receiving Power Nationals results from RCPTC. The Technical Secretary explained that It transpired they were going into the Virgin spam filter and he was not aware of this.

RCPTC suggested it might be prudent to set up a generic address certainly for the Technical Secretary and possibly other Officers, to try and bypass the problem.

The Technical Secretary said he would ask for this to be done. We could then publish both email addresses in the Officer's Directory email listing.

TECH SEC

The Chairman thanked everyone for coming and closed the meeting at 3.05 pm.

Linda Harding, Office Manager
9th October 2009

CIRCULATION:

All Council Members	All Tech Committee Chairmen
SAA Delegate	Fellows (as requested)
All Area Chairmen	Club Bulletin
All Area Secretaries	Office Manager
RNMAA Chairman	Accounts Manager
All Area AS Co-ordinators	BMFA News Editor
PAS/SFAS Controller	Chief Executive
Flying Site Adviser	Development Officer

Indoor Achievement Scheme A & B tests discussion document.

Schedules devised for aerobatic models, 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) Two consecutive low level left hand circuits, two consecutive high level left hand circuits.
 - 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) Two consecutive low level right hand circuits, two consecutive high level right hand circuits.
 - 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
 - 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) Two consecutive inverted low level left hand circuits, two consecutive inverted high level left hand circuits.
 - 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) Two consecutive inverted low level right hand circuits, two consecutive inverted high level right hand circuits.
 - 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) $\frac{3}{4}$ snap roll to knife edge, knife edge flight for minimum 5 metres, $\frac{1}{4}$ roll to level flight.
 - Knife edge flight should be centred on the pilot.
- 8) 5 second prop hang, climb to maximum height, stall turn with multiple positive spins.
 - Prop hang five metres out in front of pilot, canopy towards pilot 2 metres high, climb to stall turn, left or right, multiple spins (minimum 2 spins) in down leg.
- 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.

BMFA Jet C Discussion document

The purpose of the Jet C is to give those jet fliers who wish something to aim for. It should not be compared to the current fixed wing aerobatic C certificate as it will be testing a different skill set.

The following set of manoeuvres is not a final proposed "schedule", but has been arrived at after discussion with a number of accomplished jet fliers and is being disseminated to a larger group of interested people for their thoughts and further discussion.

We hope to produce a challenging schedule that will represent a high level of achievement for those that take and pass the test. We also hope to provide a test that is as inclusive as possible for jet fliers.

Please also note that various procedures relating to the start up and shut down phases will need to be added.

Compulsory manoeuvres

1. Start up and taxi out,
2. Take off and complete a circuit with an aborted landing (not low pass) in the final leg
3. Fly a figure eight with the cross over point in front of the pilot.
4. One inside loop, centred on the pilot.
5. Two Derry turns, one from each direction.
6. One full speed low pass at a height below 10 metres.
7. Fly a Reversal/Split S
8. Slow dirty pass, flaps extended and undercarriage deployed where appropriate, height below 20 metres
9. Fly a rectangular approach and land, with straight safe roll out.
10. Taxi Back and stop, engine shutdown.

Optional Manoeuvres (number to be decided)

- 1 High Alpha pass, height below 20 metres
- 2 Touch and Go
- 3 Vertical Rolls (how many? Vertical up or down?)
- 4 Stall Turn
- 5 Knife edge pass, canopy towards pilot
- 6 4 point roll
- 7 Slow roll
- 8 Tail slide
- 9 Cobra
- 10 Rolling circle.

It is expected that many models will not be able to complete all the compulsory and optional manoeuvres in one flight so refuelling stops may be required.

The Achievement scheme review committee invite your comments on the above, if you could send them via email or post to

Andy Symons
32 Spring Bank Drive
Liversedge, West Yorkshire
WF15 7QS

email:- andysymons@na-bmfa.org

Northern Area Report September 2009.

The area took the stand to the LMA Rufforth show in August and will also be manning it at the Yorkshire Air Spectacular Xmas Show at the end of November.

Our 4th Fly-in and display at Castle Howard took place earlier this month and was once again a success and the weather gods were kind to us too, over 60 fliers took part over the weekend at this excellent venue, we wish to thank once again the Howard family for allowing us to play in their back yard, Mr Howard and his son also managed to have a go on the sticks with a trainer buddy lead setup, we may have a couple of new members soon.

The Northern Area Swapmeet (formerly Pudsey Swapmeet) is organised for 10th October at Trinity and All Saints College in Leeds, a series of indoor flying meets are also booked for the winter months at the same venue.

Our monthly flyins at Dishforth are becoming more and more popular with over 100 fliers now on the list, we are looking to increase the frequency to 2 flyins a month for 2010.

The area has also funded the hire of portaloos at a number of club events in the area.

Our Education co-ordinator, Neil Cooper is working with a local school introducing the youngsters to our sport and we hope they will be entering a team in the schools flight challenge for 2010.

We are also looking forward to the Electric Indoor Masters which is being held at an excellent venue in Bradford in early December, and it looks like there will be an international flavour to the competition with some of the top indoor fliers in Europe taking part.

Andy Symons
Northern Area Delegate.

RAFMAA (AREA 14) REPORT TO AREA COUNCIL 26TH SEPTEMBER 2009

A number of events have taken place since the last Report. We held our annual fly-in for RAFMAA Members in July at RAF Scampton. The event was reasonably well attended although, yet again, the weather was not ideal with strong winds on both days, particularly the Sunday. However, a few intrepid individuals did fly and the glider buffs managed to hold some competition flying.

Work then concentrated on organising the 59th RAFMAA Championships to be held from 3rd to 6th of September, once again led by our Competition Secretary, Chief Technician Dan Platts. We were not so lucky this year as in the past as the weather was bad on the first two days with only one round of Advanced aerobics being completed on the Thursday and no flying on the Friday. However, we did manage to hold an Executive Committee meeting on the Thursday followed by a BBQ in the evening. The AGM went ahead on the Friday evening and the Executive Committee was elected for the next year. We are outstanding three Committee members as a result of resignations and so as Chairman I shall be seeking to find volunteers as soon as possible from within the membership.

Saturday was a much improved day and through the sterling efforts of Dan and Corporal Mike Mathias and Junior Technician James Goodright, nearly all competitive events were completed. This enabled us to hold the annual awards ceremony on Saturday evening and pass on the silverware to worthy winners. Of note was the participation of Robin Gowler FSMAE, BMFA Chairman, who accepted our invitation to attend and who worked tirelessly to assist with judging and transmitter control and the presentation of trophies.

The competition season for 2009/10 is now underway and there will be a slope event in early October and an indoor at RAF Digby in November. Planning is also underway for RAFMAA Warbirds 2010, to be held at RAF Scampton in April 2010 subject to the Station Commander's permission.

Membership has increased over the last year and since 2004 has risen from 93 to 142. This is a most welcome trend, especially as we are now attracting some young Service blood into the Association.

Original Signed

M A EVANS
Wing Commander
RAFMAA Chairman

South East Area Report to Areas Council Meeting on 26.9.09

Despite an early forecast of a fine Summer, it has unfortunately (as usual) not turned out that way, with very little in the way of calm weather. Luckily this did not affect the Flight Challenge held in the Aerospace hangar at Duxford in June which our Chairman, Bob Cutter, was able to attend and assist with the timing and scoring. Our Education Co-ordinator was unfortunately otherwise engaged, but was pleased to hear afterwards that his three visits with Terry Rounce of London Area to the Bullers Wood School in Chislehurst had borne fruit and the all girl teams had taken part, thoroughly enjoyed the experience although not winning anything. They would almost certainly be back next year. It was also nice to hear that the Kings Prep School in Rochester is still appearing in the results, Alex Lindley having won the Elite class.

Luckily, bad weather did not affect our annual R/C Scale Day this year, as it was run in sunny conditions with little wind at the Bickley club's excellent site at Sutton at Hone. An excellent turnout resulted in a comparatively comfortable win for Don Coe, flying his remarkable large scale Bleriot X1 complete with exquisite detail including wing warping control. The model, which was built in celebration of the centenary of the historic channel crossing, is to be presented to the Shuttleworth Collection, to go with the full size version in their museum.

It has been decided to again run our all day free flight indoor meeting at Tonbridge in November. Last year's event was poorly supported but with the experience gained it has been decided to give it one more chance to make good. We were particularly disappointed in the child/adult BMFA Dart competition which received only one entry, so this year we are working with Midair Models and basing the competition on their "Swift" model which is similar in layout to the Dart but with Depron construction. Midair Models will be running a workshop in the hall and interested people will be able to purchase a kit, build and trim it under supervision and afterwards fly it in the competition. Local schools, ATC, Scouts, Youth Groups and the media have all been circulated with details.

Support for our Area meetings is still scant and at our last one we were about to call it off due to lack of a quorum, when the situation was saved by a latecomer enabling us to achieve the minimum requirement.

Keith Miller FSMAE Council Delegate

NORTHERN IRELAND AREA REPORT to AREA'S COUNCIL

This has been another satisfactory year for Area 13 with an increase in club affiliations to twenty three.

Attendance at Area meetings has again been excellent with around sixty percent of the clubs attending

The area has again been active on PR with our usual static and flying display at Mount Stewart, the highlight at this event being a display of a jet powered helicopter. We again assisted at the Bombardier paper plane competition at the Odyssey and obtained an invitation to provide Dart workshops at their annual family day which was held this year at Greenmount Campus. Tony Monaghan of Bombardier had ordered fifteen hundred Dart kits to hand out during the day (FOC) and over one thousand were snapped up. Very good PR for the BMFA.

I had been requested to assemble a team for the Dart workshops and managed to persuade seven fairly mature mates and one lady to assist. Add to this Mike Colling and David Lloyd-Jones both of who very kindly came across the water to assist and we had an excellent team. During the course of the day over one hundred darts were assembled. The attendance at this event was estimated at around ten thousand of which approximately two and a half thousand were kids and young people.

Another excellent PR exercise was carried out by the Ballymoney Club who flew a radio model from Ballycastle to Rathlin Island, approx. eight miles and back again to celebrate the first radio transmission by Marconi. They raised fourteen hundred pounds for the R.N.L.I.

The area was again active at the British Nats. The men from Banbridge took first and third in Class 1

Fun Fly and first and third in the IMAC Advanced class plus fifth in Freestyle. Peter Watt took first place

in the Penny Plane class at the Indoor Nats at Cardington.

All our Area competitions have been held with an increase in numbers entering and we look forward to our AGM and prize giving in November.

WH Menary FSMAE

BMFA North West Area

Area Report September 2009

The area event scene is still going from strength to strength, and Freeflight, Indoor, and Radio Control are all catered for by Area organised events throughout the year.

The Eddie Riding Memorial Trophy Free Flight Scale event at Woodvale was unlucky with the weather being a little too windy for some competitors, and the entry was slightly lower than previous years, but was still successful for those that entered.

The Area took an unusual step this year, in deciding to send a "thank you" gift out to every affiliated club within the Area. This took the form of a free windsock that could be used on a club flying field at any time.

The response from the clubs was very gratifying, and showed us that a useful gift like this could be well received by most.

We thank all those who attend the meetings, and also the organisers of the various events.

We are now looking forward to 2010 season, and it starts with the monthly indoor events at Rochdale in October - to which all are welcome!

D.A. Lloyd - Jones (Chairman and North West Area Delegate to Full Council)

BMFA East Anglian Area – Delegate’s Report. September, 2009.

The Model ‘Wings and Wheels’ Spectacular, held at the end of June at North Weald Airfield (Essex), was well attended. The breezy but bright weather led to a brisk trade in BMFA T-shirts, caps and fleeces. Many previous members saw fit to renew their membership, and a good number of new members were enlisted, indicating the high value of a BMFA presence at such events.

A few clubs in the Area have found it most useful to enlist the assistance of Roger Bellingham (Flying Site Adviser) in their attempts to acquire new sites or to overcome rejected planning applications. The need for such assistance is varied, ranging from the emergence of new clubs from old, to the need to demonstrate that model flying can be undertaken successfully and without adverse impact in an environmentally sensitive area.

The Bury MFC held its fly-in Rougham Airfield (Suffolk) on 13th September after being given short notice that it could go ahead. The day before had been gloriously sunny and calm but on the day of the event the weather was overcast and very windy so flying was, sadly, somewhat curtailed. The club has been requested to provide a presence during the “Ploughs to Propellers” show – 3rd/4th October, again at Rougham. This venue is very popular and attracts large crowds to its many events, so the chance to fly and display model aircraft is a very welcome opportunity to advertise our sport.

I am pleased to be able to report that two members of my own club, South Norfolk MFC (which is ironically populated mainly by members with a non-competitive outlook) achieved some level of success at the BMFA Nationals this year – David Cline in pylon racing and Chris Drewery in Sportsman IMAC.

A full programme of indoor flying sessions for the forthcoming winter season has been established by Impington Village College MAC (near Cambridge), The Insiders (Lowestoft) and South Norfolk MFC (Wymondham). Because of the difficulty of obtaining suitable halls locally at affordable prices these events attract modellers from all parts of the Area.

Regrettably there seems to be a continuing reluctance for clubs to communicate with each other through the auspices of the Area meetings. This makes it particularly difficult to represent the Area in a meaningful way at either Full or Areas Council meetings. Whilst East Anglia has its own website, it appears to be overlooked or perhaps simply ignored as an effective means of communication. It is difficult to understand how an Area can be so busy at club level yet fail to show much interest in having any input to or influence over its governing body, particularly when other Areas appear to be so vibrant. It is my hope that this situation may improve, aided by the unceasing work of Nigel Barker (PRO) who makes so much effort to keep in touch with grass roots membership.

Pete Leavesley,
25th September, 2009,

September 2009

The weather over the past year has curtailed a lot of outdoor flying at many of our clubs, particularly with beginners. Despite this, the free flight lads have still got some time in – and have already made use of our new Area retrieval pole to get miscreants out of the trees.

In total contrast to my report to this Council in June, I am now hearing a number of much more positive comments regarding the new Heli B. It was the subject of some lively discussion at our recent Area meeting. It is believed the new manoeuvres are now more accurately targeted at a B standard of competence.

The anomalies in our Area membership lists and clubs noted in my last report have now mostly been resolved.

Colin Booth
Chairman
Western Area

Southern Area

For quite a few years, the Area has had its meeting place in the same location. It had often come up, that if we moved the meetings around the Area it would give the local clubs a chance to attend, with assurances that would be the case. Last Wednesday the meeting was held up near Fleet 40 miles further north, which gave the vice chairman a round trip of nearly 200 miles, and what was the outcome? Not one new face, just the committee as usual. It was not through lack of communication either.

However some clubs have redeemed themselves by holding Southern Area events on their sites. The most popular this year being electric and gliding.

We have had no problems of note this year, just requests for subsidies for hold events. The first indoor flying sessions have just got started, so it looks as if winter is just around the corner.

The Area has had some excellent flying weather this last month so hope it will continue.

Bournemouth University have been holding aeronautical themed lectures on a regular basis this year which has proved popular with the local clubs.

No Balsa Brain quiz this year, there is never a shortage of attendees, it is just no one is prepared to organise it. Perhaps next year.

Stuart Simpson

Delegate

South Midland Area Report, 26th Sept, 2009

South Midland Area Committee meetings continue to be well supported, and the Area seems to suffer from none of the attendance problems that have afflicted some other Areas.

The Area continues to have a strong Free-Flight, Indoor and Control-line contingents, in addition to RC power and Silent Flight.

The season has seen Area members have some notable contest successes. Robert Adkins took 3rd place at the British Freestyle Aerobatics Championships. On the international scene, John Shaw continues to build on his reputation in the indoor classes, and will be representing the UK at the 2009 European F1D Championships. For the first time ever, Great Britain managed to get two pilots (Steve Roberts and Mark Christy) into the fly-offs at the World F3C Helicopter Championships, both of whom are South Midland Area members.

The Area Education Officer remains very active in promoting modelling, helping out with the Dart workshops and other BMFA sponsored events.

Following a request from the North London MFC and ratification by Full Council, that Club has now transferred to the London Area. We wish them well in their new home!

The Area has not been immune from the vagaries of the weather this year, and we look forward to a time when the traditional British Summer returns and we can once again enjoy our hobby in more appropriate conditions!

Peter Christy,
South Midlands Area Delegate.

Development Officer Annual report 2009

Each year seems to get busier and busier and pass by ever more rapidly!

It has been a frustrating few months due to the amount of time I am spending corresponding with clubs and members who are involved in disputes or fall outs, this is becoming a significant trend and it is clear that people are willing to take disputes further and the "see you in court" mentality is becoming far more prevalent.

Due to this it is vital that clubs equip themselves with a suitably robust and comprehensive constitution document, this is something that we can of course assist them with.

I have visited several clubs during the course of the year and have given presentations and talks on the general work of the BMFA, several more of these talks have been booked for the winter months some of which can again be attributed to the Chairman's Conference.

I have attended a number of shows and organised a large stand at the London Model Engineering Exhibition at Alexandra Palace in January (to be repeated in 2010) and will again be taking an education stand to the Design and Technology show in November, in addition to this we will be displaying an information stand at the Times Education Show at Olympia in an effort to raise the awareness of the BMFA Education Programme and the benefits of model aircraft as a fun teaching medium.

The second Chairman's Conference was held in March at a hotel venue in the Northern Area, this event again proved to be a huge success with 100% positive feedback from those who attended. Preparations will soon be underway for a further conference to cater for the southern half of the country next spring; the aim is to work on a three year cycle.

This year's University and Schools Heavy Lift Challenge again took place at Elvington in June; the event went very well with entries being slightly up on previous years; however the aim must be to increase participation in this event still further. Although I had expressed a wish to pass the running and organisation of this event on to a keen volunteer, for the present time I will be fronting the 2010 competition.

The 2009 Children's Flight Challenge was again held at the Imperial War Museum, Duxford and proved to be a very successful event, the partnership with the Royal Navy was very well received and this has been further cultivated with some joint visits to schools to run model building workshops.

Work has already started on the 2010 Challenge and the aim is to keep the Navy involved on an ongoing basis and further cultivate the relationship with Duxford.

I was again tasked with the production of the Nationals Programme, as in previous years this was carried out predominantly by Gemma Sargeant with some assistance from Linda Harding in relation to advertising. The 2009 production has been well received although it was noticeably more difficult to obtain sufficient advertising revenue to cover the cost of production, however this was ultimately achieved, my thanks are due to all those who submitted material for the programme and in particular to Gemma for her excellent design work and to Linda for keeping the advertising "on track".

Work has continued in relation to child protection and particularly welfare policies within model clubs, the processing of CRB Disclosure applications has experienced some delays due to a change in our "umbrella body" status which has caused a few problems with both renewals and new disclosure applications, however we are currently back on track and rapidly dealing with the backlog of applications.

As always, Clubs that have taken the step of implementing a welfare policy (and most have) are generally finding that it comes down very much to a common sense approach and that it has very little impact on the day to day club activities.

Most of you will now have seen the new BMFA Aerojet which we are “kitting” in house.

I arrived at the original concept after several discussions centred on the need for a quick to build simple model that could be used at shows or with groups of younger children. The Aerojet is already proving a big hit and I am currently working on further developments that will be added to the range.

I would like to thank Mike Colling for his help and ideas in the development of this model, Ian Hull of SLEC who provide the Depron components and again assisted with the development and also (again) to Gemma Sargeant for developing the instructions and graphics.

Work is continuing on the BMFA promotional/marketing DVD and most of the footage required has now been obtained; the aim is to work on the editing over the winter months.

The day to day office work continues its broad theme with matters such as insurance, safety, welfare, funding, CAA, UAVs, complaints, assistance to clubs and assistance to members making up the majority of my working week.

I also continue to attend meetings where appropriate in relation to the CAA, Ofcom, Areas Council and Safety Review Committee as well as remaining on the board of directors for the General Aviation Awareness Council.

I would like to thank all of those willing volunteers as well as the employed staff who have assisted and supported me throughout the year; I look forward to working with you all on future projects.

Manny Williamson
Development Officer

Annexes

Annex 1

PROPOSED CHANGES TO THE AIR NAVIGATION ORDER ARTICLES

Regulation of Small Aircraft

- 98** (1) A person shall not cause or permit any article or animal (whether or not attached to a parachute) to be dropped from a small aircraft so as to endanger persons or property.
- (2) *The person in charge of a small aircraft shall not fly such an aircraft unless he has reasonably satisfied himself that the flight can safely be made.*
- (3) *The person in charge of a small aircraft shall maintain direct unaided visual contact with the aircraft sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels and structures for the purpose of avoiding collisions.*
- (4) The person in charge of a small aircraft which has a mass of more than 7 kg without its fuel but including any articles installed in or attached to the aircraft at the commencement of its flight shall not fly such an aircraft:
- (a) in Class A, C, D or E airspace unless the permission of the appropriate air traffic control unit has been obtained;
- (b) within an aerodrome traffic zone during the notified hours of watch of the air traffic unit (if any) at that aerodrome unless the permission of any such air traffic control unit has been obtained; *or*
- (c) at a height exceeding 400 feet above the surface unless it is flying in airspace described in sub-paragraph (a) *or* (b) above and in accordance with the requirements thereof.
- (5) *The person in charge of a small aircraft must not fly such an aircraft for the purposes of aerial work except in accordance with a permission issued by the CAA.*

Small Aircraft equipped to undertake surveillance or data acquisition

- 98A** (1) *The person in charge of a small surveillance aircraft must not fly the aircraft in any of the circumstances described in paragraph (2) except in accordance with a permission issued by the CAA.*
- (2) *The circumstances referred to in paragraph (1) are:*
- (a) *over or within 150 metres of any congested area;*
- (b) *over or within 150 metres of an organised open-air assembly of more than 1,000 persons;*
- (c) *within 50 metres of any vessel, vehicle or structure which is not under the control of the person in charge of the aircraft; or*
- (d) *subject to paragraphs (3) and (4), within 50 metres of any person.*
- (3) *Subject to paragraph (4), during take-off or landing, a small surveillance aircraft may be flown within 50 metres but not within 30 metres of any person.*
- (4) *Paragraphs (2)(d) and (3) do not apply to the person in charge of the small surveillance aircraft or a person under the control of the person in charge of the aircraft.*
- (5) *In this article a small surveillance aircraft means a small aircraft which is equipped to undertake any form of surveillance or data acquisition.*

Exceptions from application of provisions of the Order for certain classes of aircraft

- 164** The provisions of this Order other than articles 68, 74, 96(1), 97, 98, **98A**, 144(1)(b) and (c), 155(1) and (2) shall not apply to or in relation to:

NOTES

Provisional