



**British Model Flying
Association**

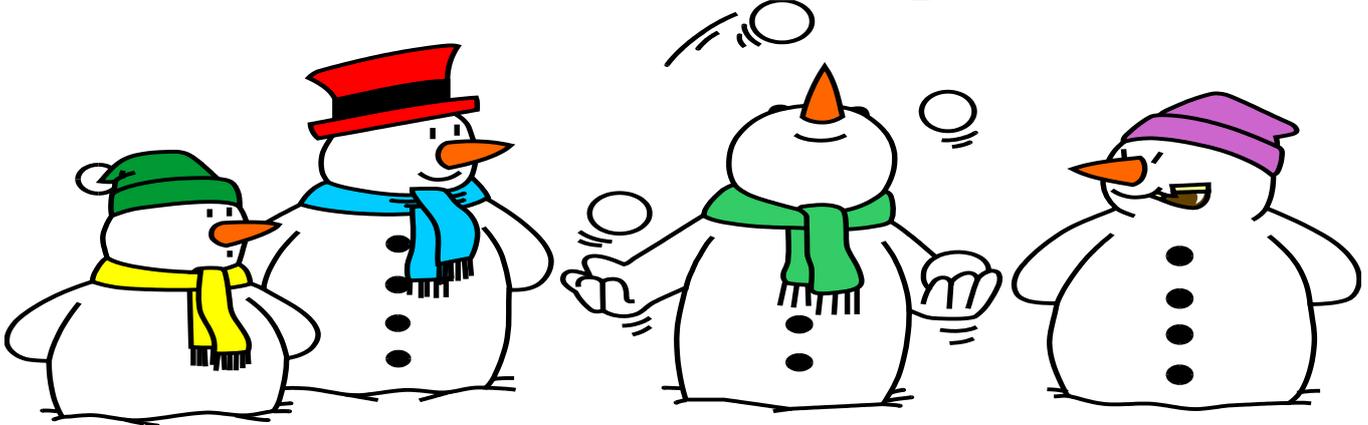


CLUB BULLETIN

December 2014

Issue No: 219

HAPPY XMAS



**IMPORTANT !!!
SECRETARY PLEASE NOTE**

**PLEASE CIRCULATE THE CLUB BULLETIN TO YOUR CLUB MEMBERS. YOU
CAN DOWNLOAD THE CLUB BULLETIN FROM THE BMFA WEBSITE**

(Ctrl + click on the link below, or copy the link below)

<http://www.bmfa.org/Clubs/ClubBulletins>

There will be a Meeting of the Full Council on 10th January 2014 at 11.00am
which is to be held at College Court, Knighton Road, Leicester LE3 3TQ

A G E N D A

*(For full copy of the Full Council Agenda and Addendum to Agenda, Ctrl + click on the links below,
or copy the links below.)*

http://www.bmfa.org/DesktopModules/Bring2mind/DMX/Download.aspx?Command=Core_Download&EntryId=990&language=en-GB&PortalId=0&TabId=1336

http://www.bmfa.org/DesktopModules/Bring2mind/DMX/Download.aspx?Command=Core_Download&EntryId=991&language=en-GB&PortalId=0&TabId=1336

- 1 Apologies for Absence.
- 2 Request for permission to be absent.
- 3 To formally receive the following delegates:
 - a The RAeC Delegate
 - b The RNMAA Delegate
- 4 To formally receive the Area Delegates to Council.~
- 5 To co-opt Technical Committee Representatives to Council.~
- 6 To verify the voting strength of the meeting.
- 7 To:~
 - a Note names of the Technical Committee Chairmen.
 - b Ratify Alternate FAI Delegate.
 - c Ratify the BMFA Delegates to other organisations.
 - d Ratify Council appointed sub-committees.
 - e Ratify Council appointed posts.
- 8 ASRC:
 - a If necessary, the election of members to fill ASRC vacancies. (Ref: ASRC ToR item (c))
 - b If necessary, the co-option of the ASRC Delegate to Council (if a Council Member is not already a member of the ASRC). (Ref: ASRC ToR item (a))
 - c Election of the Power or Silent Flight Controller. (Ref: ASRC ToR item (h) (ii))
- 9 Adoption of the Minutes of the Full Council Meeting held on 6th September 2014.
- 10 Matters/Actions Arising from the meeting on 6th September 2014 that are not included elsewhere on this Agenda.
- 11 To receive a financial report from the Honorary Treasurer.
- 12 International Teams for this year's World and European Championships:
 - a Ratification of Teams (Appended).
 - b Ratification of Team Managers and Assistant Team Managers (where permitted) (Appended).
 - c Receipt of declarations that it does intend to send a team from any Technical Committee that has not yet finalised a proposed team.
- 13 Confirmation of the status of SAA and LMA insurance (Ref General Rule 2.1.6 Entry to Competitions.)
- 14 To receive a joint report from the Chairman and the Chief Executive Officer, to include an update on the National Centre Feasibility Study and to include the following proposal from the Chairman:
 - a That the currently-under-suspension RCPTC be dissolved.
- 15 To receive a report from the Vice-Chairman.
- 16 To receive a report from the Honorary Secretary to include the following proposal:
 - a That a new Appendix S be added to the Council Handbook (Appended, in draft for information) dealing with a determination of suitability of the Society for potential election.
- 17 To receive a report from the Technical Secretary.
- 18 To receive a report from the Competition Secretary to include:
 - a Receipt and ratification of any late contests for this year's FAI Calendar.
 - b Receipt of this year's BMFA contest fees.

- 19 To receive a report from the Records Officer to include the following Record Claims:
- a A Goodger, Weatherman 1 (one) – Initial Notification received
 - b P Fox, Weatherman 3 (three) – Initial Notification received
 - c P Eisner, Open Speed – Initial Notification received
 - d A Hebb, F1R (35cm) – Initial Notification received
- 20 To receive a report from the Public Relations Officer.
- 21 To receive a report from the FAI Delegate.
- 22 To receive the following proposals:
- a From London Area that the names of those approved by the Awards Committee for consideration by the RAeC for an RAeC award should not appear on Council agendas or be discussed at Council, but that a form of words such as “The Awards Committee also recommended some nominations for RAeC awards” should be minuted instead.
 - b From North East Area that if any visits to clubs or flying sites are arranged by head office staff on behalf of the BMFA, whether by invitation or otherwise, then the Area Committee concerned should be informed as soon as arrangements are made.
 - c From East Anglia Area that, Areas acting through their committees shall have the responsibility of appointing Area Chief Examiners and Area Chief Instructors. These appointments shall be ratified by the relevant Achievement Scheme Controller but if the Controller has any reservations as to the proposed appointment he/she shall, in the first instance, advise the nominating Area of his/her reservations. If the Area, having considered the Controller’s reservations, persists with the appointment, the Controller shall have the option to initiate a deciding vote by the Areas Council on the matter. This vote may be by electronic means if no convenient meeting of the Areas Council is scheduled.
- 23 To receive any reports from the following Delegates (reports should be brief, preferably in writing and in advance).
- a Royal Aero Club (RAeC)
 - b General Aviation Safety Council (GASCo)
 - c Air Prox
 - d Sport + Recreation Alliance (formerly CCPR)
 - e General Aviation Awareness Council (GAAC)
- 24 To receive any reports from the following Committees (reports should be brief, preferably in writing and in advance):
- a CAA Team
 - b UK Radio Control Council (UKRCC)
 - c Education Working Group
 - d Flight Challenge
 - e University Challenge
 - f Computer Sub-Committee
 - g Safety Review Committee
 - h Achievement Scheme Review Committee
 - i BMFA News Publishers
 - j BMFA Archivist
 - k Club Support Officer
- 25 Any Other Business.
- Please note: Items for Any Other Business should be sent or handed to the Office Manager in writing before the meeting commences. This will be strictly enforced.*
- Any questions to be asked under AOB that require detailed answers should be previously advised to the Office Manager to allow preparation of replies.*
- 26 Date of next meeting.

Linda Harding
Office Manager
December 2014

New Model Flying Definition and the BMFA Insurance

This is an area that we have been looking at for some time and we have been in discussion with the our insurers and the CAA to clarify activity that falls into the grey area between Aerial Work and Sport and Recreational activity.

The current position for Aerial Work is clearly defined by the CAA, if a pilot intends to undertake Aerial Work with a "model aircraft" then it must take place under the terms of a permission granted by the CAA, the permission will include an exemption to certain provisions of the Air Navigation Order as well as stipulating conditions for the activity such as pilot competence, separation distances and height limits. This is not model flying.

Sport and Recreation is also clearly defined, and forms by far the vast majority of activity carried out by BMFA members.

One of the issues with the current system is that if activity doesn't fall into the Aerial Work category (which is nothing to do with model flying), then by default it becomes Sport and Recreation as there has been nowhere else for it to go, the most concerning effect of this is the exposure of the standard BMFA insurance to risks outside of the intent of the policy.

In order to address this area of concern we have implemented a policy extension that covers activity which falls into a new Data, Development and Demonstration category of activity.

The new definition covers a wide range of activity that falls outside of the Sport and Recreation definition, but does not trigger the requirements for Aerial work (for example, because no payment is made for flights). The policy coverage for D, D and D activity will be very broad, and if you are undertaking flights where the purpose is clearly other than Sport and Recreation but not Aerial Work, then you may be able to benefit from the cover provided under the new policy extension.

The long term aim is that the definition will feature in CAP 658, and the CAA have confirmed their support for the move, however, the legal wheels turn relatively slowly so it may take a while for the wording to appear in the relevant document.

The definitions wording is reproduced below, study carefully and of course call the office to discuss your proposed activity if you are not sure where it fits, as already outlined, by far the vast majority of BMFA members activity falls within the existing Sport and Recreation definition.

- 1. SPORT AND RECREATIONAL (existing):** Flights undertaken where the primary purpose is enjoyment derived from the observation, control, piloting and display of model aircraft. This includes the capturing of images and footage for the purpose of personal entertainment and recreation.
- 2. DATA, DEVELOPMENT AND DEMONSTRATION FLIGHTS (new):** Flights undertaken where the primary purpose is other than Sporting and Recreational as defined in (1) above, but where the pilot does not directly benefit financially as defined in Aerial Work (3). This includes the capturing of data including images and film footage, flights carried out for the purpose of product development, training/testing (other than in respect of the BMFA achievement schemes and sport and recreation as defined in (1) above), education and commercial demonstration (trade display flights).
- 3. AERIAL WORK (existing):** Flights undertaken for the sole purpose of commercial or personal financial gain and carried out in compliance with CAA requirements for this activity (this is not model flying).

There is an additional premium of £75.00 payable to activate the policy extension.

Initially the policy extension is not available to purchase through the website, however the application form is downloadable and you can call the BMFA office to make payment.

The British Model Flying Association

7th-8th FEB 2015

Electric Indoor Masters



Featuring:

F3P A,B,C

AEROMUSICAL

SYNCHRO PAIR

FREESTYLE

ONE MODEL PYLON RACING

THE KATIE ANNE WHITEHEAD MEMORIAL TROPHY

@ The Metrodome Arena,
Queens Ground, Queens Road,
Barnsley, S71 1AN

Contact the BMFA for
further details & entry forms:

0116 2440028

admin@bmfa.org

www.bmfa.org

For the latest downloads
go to: www.gbrcaa.org/eim

COMING SOON!

MODEL FLYING TECHNOLOGIES
RECENT DEVELOPMENTS AND THE BMFA POSITION

There is no doubt that we are in a changing environment in terms of what is possible with model aircraft, and the ready availability of equipment capable of capturing high quality stills and film footage in easy to operate and often ready to fly packages.

Many of the latest developments present the opportunity for pilots to operate outside of the recognised definitions for Sport and Recreational model flying, and also present a number of additional considerations and challenges when compared with more “traditional” model flying activity. However there is no reason that the newer disciplines should not co-exist with more established model flying provided that all activity is carried out lawfully.

We are regularly asked what the BMFA “stance” is in relation to the many unlawful flights that regularly appear on the internet and in the national news.

The BMFA stance is to always support model flying activity that is lawful and recognised, which includes recreational aerial photography and First Person View, and to distance the organisation from activity that is not lawful.

What is acceptable and lawful in terms of model aircraft operation, including those fitted with cameras is very clear. The legalities are established within the CAA Air Navigation Order, and we are keen to maintain the current definitions that apply to Sport and Recreational model flying.

The BMFA has a very positive working relationship with the CAA who, like the BMFA are very clear on the distinction between what our model flying members do as lawful activity, and what takes place as unlawful activity, the CAA are also keen to prosecute where there is a strong case and have already prosecuted a small number of individuals proven to be in breach of the Air Navigation Order.

Additionally we have jointly worked toward a further definition that bridges the existing gap between Sport and Recreational model flying and Aerial Work (which is not recognised as model flying), as there is currently a grey area between the two existing definitions, the new definition will be classed as Data, Development and Display activity.

The BMFA continues to provide the best possible package for it’s members, with appropriate levels of insurance protection for sport and recreational flying as standard (£25 million), the cover has now been broadened and a policy extension can be triggered (for an additional premium) to cover activity that falls into the new definition of Data, Development and Display flights.

The UK is currently in a strong position regarding model flying permissions and we enjoy significant freedom of activity when compared to other countries, this position is maintained through a positive working relationship with the CAA along with proactive management from the governing bodies.

This position will only be maintained if we continue to demonstrate that model flyers can continue to conduct their activities within the current legal framework.

The message is clear:

If you are involved in lawful model flying activity, the BMFA is here to support you.

MULTIROTOR MODEL AIRCRAFT EQUIPPED WITH CAMERAS **LEGAL REQUIREMENTS AND GUIDANCE**



The sport of model flying has undergone some significant changes over the last few years, many of them technology based. Developments in areas such as batteries, motors and control systems have made types of aircraft that were previously only within the remit of the experienced and resourceful home builder, a practical “off the shelf” proposition. The BMFA regularly receives queries from enthusiastic potential aviators particularly, with regard to aerial photography and the use of multirotors as a tool for this purpose. This document aims to answer some of the questions that we are asked on a regular basis by novice pilots and also by modellers who have flown more traditional types of model aircraft, and are branching out into multirotor aircraft and aerial imaging for the first time, (the majority of this guidance also applies to any type of model aircraft used to carry a camera).

Camera carrying aircraft come in all shapes and sizes, from the micro quadcopters with tiny built in cameras, to the larger multirotors capable of supporting a considerable payload and imaging capability, many newcomers to this aspect of model flying will purchase the readily available medium sized quadcopters capable of lifting popular “action” cameras.

The important point before flying your camera equipped multirotor, is to be clear on the legal restrictions and conditions placed on this type of activity.

THE LEGAL POSITION

The operation of multirotors for sport and recreational purposes is covered by the same legal considerations as other model aircraft; the law makes no specific distinction on types of aircraft other than weight limits.

The overriding consideration is compliance with the relevant articles of the Civil Aviation, Air Navigation Order; the primary “endangering” provisions are addressed by Articles 138 and 137 which are reproduced below:

Article 138;

“A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property”

Article 137;

'A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft'

THESE APPLY TO ALL MODEL AIRCRAFT AT ALL TIMES, WHATEVER THEIR WEIGHT OR SIZE.

Article 166 (set out below) covers the general principles that again apply to all model aircraft, however, only the provisions that specifically apply to the activity we are discussing here are included, the conditions applying to aircraft weighing in excess of 7kg have been removed as in multirotor terms, these are fairly specialized pieces of equipment more usually employed in aerial work.

Article 166, (Small Unmanned Aircraft)

(2) The person in charge of a small unmanned aircraft may only fly the aircraft if reasonably satisfied that the flight can safely be made.

(3) The person in charge of a small unmanned aircraft must 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.

(5) The person in charge of a small unmanned aircraft must not fly the aircraft for the purposes of aerial work except in accordance with a permission granted by the CAA.

Perhaps the most relevant provisions in terms of photography/filming with model aircraft as a sport and recreational activity are covered within Article 167 below, which sets out the basic conditions of operation as well as specifying exact distances.

Article 167, (Small unmanned surveillance aircraft)

(1) The person in charge of a small unmanned 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 unmanned surveillance aircraft must not be flown within 30 metres of any person.

(4) Paragraphs (2) (d) and (3) do not apply to the person in charge of the small unmanned surveillance aircraft or a person under the control of the person in charge of the aircraft.

(5) In this article 'a small unmanned surveillance aircraft' means a small unmanned aircraft which is equipped to undertake any form of surveillance or data acquisition.

The BMFA Members Handbook also contains the following notes which help to clarify the conditions outlined within Article 167.

BMFA Notes.

They are only concerned with models equipped with cameras, video equipment etc. that have the potential to be used for surveillance purposes, either visual or electronic. It should also be noted that the above legislation (articles 166 and 167) does NOT prohibit you from flying a camera or video equipped model for recreational purposes. The person in charge of the model must retain direct visual contact with the model (Article 166) and there are some restrictions as to where you can fly (Article 167). Probably the most important of these restrictions are the limits of not flying within 50 metres of any person or 30 metres from any person during take off and landing and these are exactly the same as for any model over 7 kg.

THE PRACTICAL APPLICATION

As ever a little common sense goes a long way towards interpreting and complying with the relevant legal requirements.

The primary aim of the various Air Navigation Order provisions is to prevent members of the public being endangered and full size aviation being endangered, to a lesser degree these provisions also help to limit the potential for causing nuisance and for invading privacy.

In terms of filming or image capturing this limits how close we can get to people and structures that are nothing to do with us (i.e. not under the control of the pilot), however the positive aspect is that the wording of 167(c) permits closer operations where it is with the consent and knowledge of all parties involved (notwithstanding the primary endangering considerations of course).

AERIAL WORK OR SPORT AND RECREATION?

Another primary consideration is the purpose of the flight, the flying of a model aircraft with a camera on board is recognised as a sport and recreational activity by the CAA and therefore covered under the terms of the insurance provided as part of the BMFA membership package (provided that the activity is legal in respect of the Air Navigation Order).

However, where a flight is made for payment or the purpose is in any way commercial i.e. not as a sport and recreational activity, then it becomes classed as aerial work by the CAA and requires an exemption to the Air Navigation Order to be issued in order to take place lawfully.

Details of aerial work and exemption application information can be obtained through the CAA website www.caa.co.uk

It should be borne in mind that “aerial work” is an entirely separate activity to model flying, and as such it must be insured under the terms of an appropriate commercial policy, the standard policy provided to BMFA members does not provide cover for aerial photography on a commercial basis.

FLYING LOCATIONS

We receive regular queries regarding appropriate flying locations for multirotor aircraft. Whilst the overall considerations are the same as for any other model aircraft, there is no doubt that multirotors open up new areas for flying due to their ability to operate in relatively small spaces, this does however mean that careful consideration is required before flying in order to remain lawful.

If intending to fly on private land then the permission of the landowner should be sought, if flying on public land such as a park or open access site then you must ensure that there are no bylaws in place specifically prohibiting or restricting model flying.

The other main consideration is the overall suitability of the location for the activity, and that all flying can take place in compliance with the primary “endangering” provisions of the ANO (Articles 137 and 138) and also in accordance with the distances set out in Article 167 above.

IN SUMMARY

- Be familiar with the legal requirements relating to your chosen activity.
- Do not endanger person or property.
- Ensure that the proposed flying location is appropriate and safe.
- Maintain line of site for the purposes of control at all times (see CAA Exemption for specific details of FPV flight permissions).
- Charging for flights renders the activity Aerial Work.
- Do not constitute a nuisance.
- Do not invade privacy.
- Ensure that appropriate liability insurance cover is in place to protect you in the event of an incident leading to a claim against you.

***FOR FURTHER INFORMATION ON ALL ASPECTS OF MODEL FLYING
INCLUDING MEMBERSHIP AND INSURANCE VISIT***

www.bmfa.org