

# Stansted Model Flying Club Newsletter - April, 2018

## ***The next Monthly Meeting is planned for Monday, 7<sup>th</sup> May at the Flying Site***

*This Newsletter is already rather long so I've let Mike off from producing his chat line this month!*

Bill Michie has contacted the Club Committee to tell us that he feels it is no longer appropriate for him to manage and give instruction on our Club Trainer. Thus, we are looking for someone to take over the storage/management/operation. There's the model, a field box, fuel, and two Tx's (for Buddy/Buddy operation) in a case. Providing training for new members is an important club function so let me or anyone on the Committee know if you can help.

On a lighter note, the weather does seem at last to be improving after a long, long winter. New member Martin Drohan pursued my slow and stately Aviatik Bii biplane on a lovely day last Saturday at the flying site with a nippy video-enabled multi-rotor, using First Person Viewing Goggles – so there should be some good video to put on the club website. He also tried to pursue Dane Beck's ducted fan Sabre – with rather less success!

*Laurie*

### ***May Meeting:***

The next monthly meeting will take place up at the flying site on the May Bank Holiday from about 4PM until dusk. Here's hoping that the customary Bank Holiday weather doesn't scupper the meeting!

### ***West Essex Aeromodellers Auction:***

The above club will be holding an auction on Sunday 6<sup>th</sup> May at Bulphan Village Hall, Bulphan, Essex RM14 3RU (Just off the A127 / A128 junction nr M25 J29). Doors open at 11.30 am and the Auction starts at 1.00 pm and finishes at 4.00 pm. £2 entrance on the door with 10% commission (No job lots less than £10). Info : [peter.gascoine@hotmail.co.uk](mailto:peter.gascoine@hotmail.co.uk)



### ***European General Data Protection Regulation (GDPR):***

The new GDPR comes into force on the 25<sup>th</sup> May, 2018. The aim of the new regulation is to prevent your personal data from being used for purposes that you have not given explicit permission – such as marketing. Like the current European Aviation Safety Agency (EASA) regulation on unmanned aircraft that will apply to some extent to model aircraft, GDPR is a bit over the top for small un-associated organisations such as our club but we will have to comply. Fortunately, holding your personal data that is needed under the contract that you have with the club – the club gives you membership in return for your subscription - does not require your explicit permission, but the club's processing of your personal data for non-membership management

activity, such as distributing this newsletter, does. It is probable that the next version of the SMFC Application Form will include a requirement to give such permission if you wish to be/stay a club member.

There is much more that affects the club, as described in the latest BMFA News – appointment of a Data Protection Officer, a Data Audit of existing data, production of a Club Privacy Policy, and protection of your data and how we process it, your right to amend and delete your personal data - but that's for another time (otherwise this Newsletter would be many times its current length!). If you do wish to know more about GDPR, do go onto the Information Commissioner's Office's web site at <https://ico.org.uk>.

The BMFA is replacing its membership system. Apart from conforming to the new regulation, the new system will enable BMFA members to update their personal records on the BMFA Membership System. Interestingly, members will be now able to show that they belong to more than one club, even if they have "Country" BMFA Membership. You will be contacted by the BMFA by e-mail sometime in the summer about this. (If you are not Internet savvy, the Club Secretary or Membership Secretary (*ie me!*) will be able to do this for you). Not surprisingly, you will be requested to give explicit consent for the use of your personal data by the BMFA for specific purposes.

By our AGM in December, the new BMFA Membership System will also have an optional "add-on" for individual clubs, which amongst other facilities, would enable their members to pay their club subscriptions on-line. As an "add on", there is a cost for the facility (£100pa), plus a transaction fee for each payment (£1), which the Club Committee will have to consider as this cost would fall on the club and not individual members.

### ***Paul Hoey – the new BMFA East Anglia Delegate:***



Paul writes:

"At the November AGM of the BMFA East Anglia region I was elected to succeed Peter Jenkins as regional delegate to the BMFA Council, which is the governing body of the association. Quite an awesome responsibility; not least because Peter had worked hard on behalf of clubs in the region to represent their views.

I have been an aeromodeller since childhood and after the obligatory breaks for family and work returned to the hobby some 10 years ago. My main interests are RC Scale both indoor and outdoor together with general sport RC flying with the South Norfolk MFC. I particularly enjoy free flight CO2, electric and small diesel powered models.

Professionally, I latterly worked for Norfolk County Council fulfilling a number of roles in education. Other interests include active membership of our local church, school governance and trusteeship of a substance misuse recovery charity in Norfolk.

If you would like to contact me to discuss any BMFA matters please do so via [paul.hoey1@yahoo.co.uk](mailto:paul.hoey1@yahoo.co.uk)"

### ***East Anglia Area:***

The forthcoming EA Area Committee Meeting to be held on 3rd May 2018 at The Three Kings Pub in Fornham All Saints. Please let Mike Woodhouse (Area Secretary on - [michaelwoodhouse1942@gmail.com](mailto:michaelwoodhouse1942@gmail.com)) know if you have any matters that you want raised at this meeting or the subsequent BMFA Full Council Meeting on the 12<sup>th</sup> May.

The East Anglia Area invites all Area and Club Examiners, Instructors and potential Test Candidates to a Fixed Wing 'A' and 'B' Instructor & Examiner Workshop at Chelmsford MFA (just off the A1060 near Roxwell, west of Chelmsford) on Saturday 12<sup>th</sup> May 2018, commencing at 10AM. Refreshments and barbecue will be running from about 10.30.

The purpose of the workshop is to allow Pilots, Instructors and Examiners the opportunity to gain experience, share information and discuss the requirements of the Fixed Wing 'A' and 'B' tests in a relaxed and informal environment. Delegates will be asked to 'score' the aspects of the mock tests, being pre-flight checks, from the pits to the take-off point, all of the elements of the flight, the retrieval and the post-flight checks - note: the demo flights will have various deliberate errors incorporated. Following this, there will be a group critique of the test in which the Demonstration Pilot will participate. At the conclusion of each section, the Demonstration Pilot will fly the schedule to the required standards. For further details, contact the Event Organiser, Phil Gutteridge, East Anglia Achievement Scheme Co-Ordinator on [philq44@sky.com](mailto:philq44@sky.com) or 07810 547 406

### ***European Aviation Safety Agency (EASA) Regulations:***

Paul Hoey has circulated a comprehensive update on the current position regarding the proposed regulations that EASA are drafting. This update is attached to the end of this newsletter.

### ***Members' News:***

Please welcome Tom Mead, James Ham, Daniel Lister and Melvin Drohan, who have joined us recently. More helicopter and multi-rotor specialists for the club!

Ron Doig, who is of course a regular at the flying site, writes to say that he won't be around for some months because of medical problems. I hope that we will see him again at the site before the end of the Summer flying season.

### ***And Finally:***

I attended the BMFA briefing on the GDPR recently. I'm still developing an understanding of what the club needs to do and will be briefing the Club Committee soon. I think that there will be quite a lot of work for the Club Secretary and Membership Secretary. *(Having worked for Local Government, I appreciate the value of procrastination and might well come to feel I should leave this work to my successors in these roles when I leave the club at the end of the year!)*

I'm off now on my annual motorhome tour – this time to Greece and the Balkans returning, if all goes well, at the end of July. So, even less chance of model flying for me than there has been in this wet and windy Spring at home. I intend to make up for this enforced abstinence with some intense model flying in the fine Summer weather when I get back. First task will be to get my 12½ft span HP O-400 back into flying shape again!



*Laurie*

**The European Aviation Safety Agency (EASA)** has now published the Technical Opinion and Draft Regulations for Unmanned Aircraft. All of the documents can be found on the EASA website here: <https://www.easa.europa.eu/document-library/opinion-012018>

Model aircraft remain within the scope of these Regulations, but thanks to the lobbying carried out on behalf of the model flying community by Europe Air Sports, the Basic Regulation (which underpins these regulations and specifies what they should regulate) does include an article which offers our established activities some protection:

(20c) Model aircraft are considered as unmanned aircraft within the meaning of this Regulation and are used primarily for leisure activities. The delegated and implementing acts adopted under this on the basis of Regulation and concerning unmanned aircraft should take into account that such model aircraft have so far had a good safety record, especially those operated by members of model aircraft associations or clubs which developed specific codes of conduct for such activities. In addition, when adopting those delegated and implementing acts, the Commission should take account of the need for a seamless transition from the different national systems to the new Union regulatory framework so that model aircraft can continue to operate as they do today, also by taking into account existing best practices in the Member States. The other important change agreed to the Basic Regulation is that it no longer mandates the registration of each individual aircraft – just the pilot.

The Basic Regulation gained political agreement on 22nd December, 2017 and is expected to come into force in Summer 2018.

It is anticipated that the EASA Opinion and Draft Regulations for Unmanned Aircraft will be adopted by the European Commission in the final quarter of 2018 with the final 'Decision' scheduled for the first quarter of 2019.

There are three options available for model flying within the regulations:

### **Operation within the Open Category**

This Open Category is intended for those operating as individuals outside of an association or club. Model flying will fall within subcategory A3 (away from uninvolved people) of the Open Category and can be conducted with aircraft up to 25Kg within the C3, C4 or 'privately built' classes.

The C4 class was specifically developed to reflect conventional model aircraft and imposes a minimum set of technical requirements (the aircraft should not be capable of automatic flight and consumer information to raise awareness of the regulations must be included).

The minimum age restriction has now been removed (this is to be left to Member States to decide) as has the requirement to register individual aircraft, but the height limit of 120 metres remains. There is also a requirement for some form of online competency training with an online test to try and ensure that the pilot is aware of the law and the requirements for safe operation.

Electronic identification and geo-awareness (probably involving the use of a phone app) is only mandatory if 'required by the zone of operation'.

### **Operation within Designated 'Zones'**

Article 11 provides Member States with an option to designate specific 'zones' for model flying to take place, primarily for those pilots who are not members of a model aircraft association or club. These zones could define different operating parameters to those required by the Open Category (such as an increased altitude limit for instance). The relevant paragraph from Article 11 reads:

2. Member States may define airspace in which UAS operations are exempted from one or more of the 'open' category requirements of this Regulation, and in which operators are not required to hold an authorisation or submit a declaration.

### **Operation within the Specific Category**

In recognition of the good safety record established over many years by model flying associations throughout Europe, the proposed regulations allow competent authorities (in

our case the Civil Aviation Authority) to issue an operational authorisation (within the Specific Category) to model associations and clubs which can define deviations from the regulations to reflect established custom and practice and operating parameters (such as altitude limits). This is outlined in Article 6: For UAS operations conducted in the framework of model clubs or associations, the following apply:

1. the competent authority may issue an operational authorisation, in accordance with UAS.SPEC.040, to a model club or association without further demonstration of compliance, on the basis of the model club's or association's established procedures, organisational structure, and management system;
2. operational authorisations granted under this Article shall include the conditions and limitations of, as well as the deviations from, the requirements of the Annex (Part-UAS) to this Regulation;
3. this authorisation shall be limited to the territory of the Member State where the authorisation was issued.

It is anticipated that the associations currently recognised by the CAA (BMFA, LMA, SAA and FPVUK) will operate under this type of authorisation and our hope is that this will enable us to continue to operate as we do today. To benefit from an authorisation of this type, the regulations do place some responsibilities on model clubs and associations, but these are now slightly less onerous than those proposed originally:

### **UAS.SPEC.055 Responsibilities of model clubs and associations**

Model clubs and associations that hold an operational authorisation defined in Article 6 of this Regulation shall:

1. make available to their registered members appropriate procedures to comply with the conditions and limitations defined in the operational authorisation issued by the competent authority;
2. assist UAS remote pilots, who are registered members of the club or association, in achieving the minimum competency required to operate the UAS safely in accordance with the procedures defined in paragraph 1;
3. take appropriate action when informed that a registered member does not comply with the conditions and limitations defined in the operational authorisation and, if necessary, inform the competent authority;
4. provide, upon request from the competent authority, the documentation required for oversight and monitoring purposes.

### **Conclusion**

From the outset, we argued to exclude model flying from the scope of these regulations but could not gain political support for this. However, a compromise was reached with recognition being given to model flying within the Basic Regulation. The result of this was that EASA was then compelled to incorporate more favourable provisions for model flying within their regulations for unmanned aircraft.

Whilst not an ideal outcome, the draft regulations are perhaps a little more proportionate than those originally proposed. The provisions within the 'Specific Category' provide the majority of Member States with sufficient flexibility to allow model flying to continue largely as it does today, but this will ultimately depend upon interpretation and implementation within individual Member States and the level of co-operation from governments and national regulators.

As such, representatives from the UK Model Flying Associations are working in co-ordination to negotiate with the Department for Transport and the Civil Aviation Authority to try and ensure that any changes to UK regulations are fair, proportionate and based on a genuine assessment of the level of risk. These negotiations remain ongoing at the present time.