

BourneStormers Model Club



ISSUE 137

FEBRUARY 2021

There is a lot going on with the regulations under which models are flown in the UK at the moment. The latest BMFA News has an excellent guide to the recently agreed CAA Article 16 Authorisation, which gives BMFA members a more flexible set of regulations similar to the ones we have used in the past. The BMFA website also has all the relevant information here: 'rcc.bmfa.uk/article-16'. With the phrase 'Article 16 Authorisation' being mentioned everywhere I thought it may be an idea to briefly (hopefully) explain where it comes from.

Way back in 2019 the European Aviation Safety Agency produced a new set of rules for the operation of unmanned aircraft systems (UAS). This set of rules is known as the 'Commission Implementing Regulation (EU) 2019/947' and sets out three categories of UAS flying: 'Open' (low risk to third parties), 'Specific' (greater risk to third parties than 'Open') and 'Certified' (equivalent risk to that of manned aircraft).

Article 16 of this regulation allows a country's 'Competent Authority' (the CAA in our case) to issue an authorisation for UAS flying in the framework of a model aircraft club or association - in other words, a different set of rules if the club or association can show their methods are safe. In the UK, the CAA introduced CAP 722 to align our laws with the EASA Regulations and, within the 'Specific' category (para B1.6), allows for model aircraft associations to apply for an authorisation to operate with a different set of rules as allowed for by this Article 16. Hence the 'CAA Article 16 Authorisation'. Although it should probably be called the 'CAA Authorisation to operate UAS under CAP 722, Specific Category Para B1.6 Model Aircraft Associations', but I guess that doesn't have the same snap!

As BMFA members we are permitted to fly above 400ft provided that:

[BMFA Guide to Article 16 Auth](#)

The model aircraft is not a multi-rotor.

[CAA Article 16 Auth.](#)

The model aircraft is not a rotorcraft with more than one lift generating rotor or propeller.

So, can I fly it over 400ft or not?



There has also been a change in the way we prove to the CAA the required Competency to be a 'Remote Pilot'. Andy Symons had outlined it better than I could on page 58 of the BMFA News under the heading 'Article 16 Authorisation'. Well worth a read, and everyone is encouraged to indicate their reading and understanding of the Article 16 Authorisation to the BMFA by one of the suggested methods. It is a requirement of the Authorisation that the BMFA can show that members have familiarized themselves with the new regulations and this is how it will be achieved.

The BMFA's 'In the Air Tonight' Webinars featured heavily in the Club meeting this month. (I again apologise for joining half an hour late and promise to read the whole invitation e-mail next month!). These Webinars have proven to be quite informative, especially the one on Fun Fly competitions where ideas were picked up for our own events. It has been suggested that we could hold a few more during the year, we might even get one in good weather.

A list of upcoming Webinars is shown on the BMFA's website here: itat.bmfa.uk if you want to register to join one. You can also see recordings of old one's from this web page.

Just so there is something to go in the 'Upcoming Events' I'll add as many of these Webinars as I have space for until the World starts waking up again.

Additionally, BMFA have a YouTube channel with a selection of videos which may be of interest, especially as we're not doing much else at the moment. It can be found here:

www.youtube.com/c/BritishModelFlyingAssociation

Another idea that popped up from the meeting was that of a BMFA Dart mass build (could possibly lead to a free flight duration competition). A poll has been set up on the Club Facebook page if you wish to register your interest.

Finally, for those of you that are used to seeing me turn up at the Field in my Quantum kit car, I have made an attempt to reduce the number of cars I have by replacing my kit and Hilary's Astra with this four seat convertible. The only problem is, until the Quantum and Astra are moved on, I now have three cars to look after!



Upcoming Events

February 2021

Wed 3rd

Club Meeting on Zoom

Tues 9th BMFA Webinar

An intro to Glider GPS Racing

Tues 16th BMFA Webinar

Changing Times in Model Flying

Tues 23th BMFA Webinar

Getting Started in E2K & C32

Pylon Racing with the BMPRA

March 2021

Tues 2nd BMFA Webinar

Control Line Carrier Deck

Wed 3rd

Club Meeting on Zoom

Tues 9th BMFA Webinar

Aerial Photography by 'Drone'

Tues 16th BMFA Webinar

FPV Drone Racing with the British

Drone Racing Association

Newsletter Contact Details

David English

E-mail:

newsed.bstrmrs@outlook.com