

Model Flying Display – Tangmere 2010

General Information for Display Pilots

Firstly let me repeat my sincere thanks to you for your commitment to the event. As you most probably know, this is the first time that the Tangmere Organisation have included model flying in their plans and I'm sure we're all working to the same end to ensure that it won't be the last.

The aims of the model flying display shall be to:

- (1) Provide an enjoyable diversion for spectators at the Tangmere Model Aero Day during two 75 min flying sessions.
 - (a) The model flying display will be conducted with Safety, Enjoyment and Excitement, in that order, as its priorities.
 - (b) The display's safety arrangements will be organised to meet, at the very minimum, all British Model Flying Association (BMFA) Safety Codes and Guidelines.
- (2) To showcase model aeroplane flying in its various forms with particular reference to:
 - (a) Aircraft type diversity; and
 - (b) Flying Style diversity,
- (3) To promote model aircraft building and flying as a recreational sport and the Chichester and District Model Aero Club (CADMAC) as an outlet for this activity in the Chichester area.

Safety and Conduct both during the display and over the weekend

We do not anticipate any problems in this area since you are either a CADMAC member, well known to the committee, or in rare cases we know you to be an experienced show pilot. I would, however, be failing in my responsibilities as FDD if I didn't point out the following:

- (1) No pilot, pit crew or safety officer shall partake of alcohol or recreational drugs (excluding nicotine)
 - (a) within a twelve hour period prior to the commencement of the flying displays; or
 - (b) during the flying displays
- (2) All mobile phones MUST be switched OFF if they are to be taken into the pits or active flying area.

Frequency Control

Once you have arrived at the Tangmere site, you should check your transmitter in via 'Frequency Control' which will be situated in the gazebo in the active flying area. Booking in will commence at 8.30 am.

When you book your Tx into frequency control for the first time the officers will also check that you have:

- (1) Current BMFA/LMA Insurance; and
- (2) 'B' certificate rating or similar.

PLEASE DOUBLY ENSURE THAT YOU BRING YOUR DOCUMENTS AND A LEGAL PENNANT.

27MHz and 40MHz Systems

These systems will not be allowed at Tangmere's public display.

35MHz Systems

The frequency control officers will be operating a 'Double Peg System' throughout the display for 35MHz systems such that:

Once your transmitter has been battery checked, frequency checked and found to be satisfactory it will be issued with a numbered sticker (so will your Tx case) and you will be given a 'Receipt Peg' bearing that same number. Your transmitter will then be safely stored in the transmitter pound.

When you come to fly you will need to hand in this 'Receipt Peg' to obtain your transmitter. Your receipt Peg will then be placed on the appropriate line on the flying slot board against your name and you will be issued with a frequency peg, corresponding to your needs for that flying slot, which should be clipped to your antenna.

Frequency Control Officers will also check that any 35MHz transmitter is carrying the correct frequency pennant - white letters displayed on an orange background.

Aircraft operating on 35MHz must be fitted with Dual Conversion PPM Receivers as a very minimum safety standard. If possible, use PCM Receivers with throttle Fail-Safe set to idle. Any aircraft with a dry weight of 7Kg or above on 35MHz must be fitted with a PCM Receiver with throttle Fail-Safe set to idle.

2.4GHz Systems

Pilots operating on 2.4GHz will not be issued with a receipt peg once their transmitter battery state has been checked. They will be allowed to retain control of their transmitter throughout the event. Any aircraft with a dry weight of 7Kg or above on 2.4 GHz must be fitted with a PCM Receiver with throttle Fail-Safe set to idle

Pre Display Auditions

It would be extremely unwise to expose our pilots, many for the very first time, into the nerve racking ordeal of flying with a public audience, without first, affording them the opportunity to practice under simulated show conditions with a frequency control system in operation and a panel of peers observing their ability to fly a well controlled routine in a tightly controlled environment. To this end I would invite you to attend either or both of the Pre Display Auditions to be held on the dates shown below:

Sunday	25 th July
Sunday	22 nd August

In rare case it may be possible to make arrangements for Pre Display Auditions outside these times.

Display Pilot's Log Books

If you can provide evidence (i.e. via entries in your Display Pilot's Log Book) that you have gained previous experience flying in public, it will not be necessary to participate in the pre display auditions.

Display Pilot's Log Books are available to all 'B Cert' members, free of charge, from the BMFA Headquarters. I would sincerely commend pilots to take up this offer if they haven't already so done.

Participation in the Tangmere flying will be absolutely conditional on attending the PFAs or providing other evidence of previous experience of participation in public flying displays.

Safe in the knowledge

Before flying in the Tangmere Event, you must ensure that you're familiar with the relevant sections of

the BMFA Safety Codes and Guidelines as outlined in the 2010 BMFA Pilots' Handbook. These are:

	Page No.
The Air Navigation Order	15
BMFA Guidelines & Safety Codes for Model Flying	17
Civil Aviation Publication 658	17
Mixed Sites	18
Your Fitness to Fly	19
Model Flying Heights & Interaction with Full size Aviation	21
Radio Control and You	pp 23-31
General Model Safety	35
Radio Control Flying Safety	pp 36-38
Helicopters (If appropriate)	pp 39-40
Models between 7Kg and 20 Kg (if appropriate)	43
Gas Turbines (if appropriate)	46
BMFA Safety Code for Model Flying Displays	pp 47-50
Mandatory Occurrence Reporting	51

Model Storage

Prior to the flying display models should be positioned near to the crowd barrier within our specially segregated pits area. CADMAC will provide marshals to ensure that no unauthorised persons can enter the pits and active flying area and also marshals to patrol this static line.

Model Scrutineering

All models to be flown in this public display must undergo scrutiny by highly qualified and experienced officers. Scrutineering will take place on the Sunday morning from 8.30 am prior to the commencement of the model flying display. Please be co-operative with our scrutineers, particularly if they require to see 'inside' your model. All models which 'pass muster' will receive a small sticker to indicate their air-worthiness. John Riall has very kindly agreed to conduct pre-event scrutiny of models on the Pre Display Audition Days – this could prevent 'heart-ache' on the day. Please take him up on this very generous offer.

Pilots' Briefing

A pilots' briefing for pilots, pit crews and all flying safety personnel will be given, adjacent to the Frequency Control gazebo, at 11:15 Hrs on Sunday morning.

PA and Commentary details

We're fortunate to have the use of the Heli Pad Club's public address system for the duration of the model flying event. Bryan Stichbury will be attempting to initiate the general public into the 'black art' of radio controlled model flying. Hopefully Bryan's commentary will be light but informative and will keep

the general public amused as well as in the know, but his descriptions of the proceedings, of course, can only be as good as the information he has to hand, both on the pilots and models in any particular slot.

You could be of immense help here, by providing him with the kind of information that will help the non-modeling public understand your aircraft and how you are flying. You don't need me to list the many and varied types of info you could provide from historical thru to constructional. What I do know is that being well informed of what's happening and why, will make our display infinitely more enjoyable for the public. So, please try to provide some details for Bryan, well before the event, of course, so that he has plenty of time to plan out his presentation and don't forget to include some personal bits about yourself – your audience will love it.

Please forward your contributions to: jbstichbury@btinternet.com

Brian Stichbury, Merestone, Park Crescent, Midhurst, West Sussex. GU29 9ED

Finally

Please find enclosed with this letter:

- (a) A pilots acceptance letter which you should complete, sign and return to me as soon as possible, once you've had the opportunity to re-check the appropriate handbook sections; and
- (b) A rough draft of the possible flying slots for the day. Please note that the order of these slots will most likely be changed as the situations change regarding pilots and models.

I will, of course, be forwarding details of the revised and updated flying slots as we get nearer the time of the event. (Sadly, we've already had to drop the idea of bungee launch gliders in view of there being no practical method of tethering bungee stakes and our safety officer's concerns regarding their set-up and clearance under pressure in a tight schedule.)

If you have any problems or concerns, please don't hesitate to contact me. I'm really looking forward to this opportunity and I'm sure we're going to have a great weekend and thoroughly 'wow' the public.

Kind regards