



Secretary's note

You've probably had quite enough of drone registration, but it's not quite over yet!

This time I'll give you a summary on what the current status is, how to stay legal, what is coming next year and what is moving into view on the distant horizon.

LMA 2020 Renewals

You will be able to register with the CAA as an operator of model aircraft when you renew your LMA membership for 2020, and for this year only, the LMA will cover the £9 cost of registration for renewing members, so it will not cost you any extra. The full explanation of why and wherefore or operator registration are below.

Included with this issue of the Journal is a renewal form for 2020 with the option to request the LMA registers you as with the CAA as an operator as described above.

You can also renew online in the member's area of the LMA website, and just have to tick the box to request we register you as an operator with the CAA.

LMA Theoretical Competency

For those of you who don't have an existing LMA proficiency, we have created an LMA version of the CAA's online competency test.

The Theoretical Proficiency test can now be taken on the LMA website under the 'Resources > Proficiency' menu of the website.

You will need to have a pilot competency, either an existing LMA Proficiency, the new LMA Theoretical Proficiency, have a BMFA/SAA equivalent (and be a current SAA/BMFA member) or have passed the CAA online test to legally fly after 30 November. The full explanation why is below.

CAA Registration & Competency Summary

Here is a summary of the situation as it is today until the end of June 2020. From July 2020 onwards the EASA rules will apply, and the process of defining how they will apply to us is underway.

The Basic Legal Situation Today

The whole legal responsibility for a model aircraft flight used to be with the 'person in charge', who was the person flying it.

The ANO has now changed to make 2 roles, the Operator and the Remote Pilot. Both are now responsible for a model aircraft flight. They can



By Rob Buckley

both be the same person, or they can be different people. The operator can also be a 'legal person', a ltd company.

The best analogy is a motor vehicle-

The operator is the registered keeper on the V5, who pays the road tax, is responsible for the number plates & insuring the vehicle.

The remote pilot is the driver, who has their own license to show they can drive safely.

One person can do both roles or either, and doesn't have to be the owner of the vehicle

All of this applies all model aircraft except the following out of scope categories

- Models Under 250g
- Models Over 20kg

- Control line models
 - Models Flown indoors
- Over 20kg models have specific requirements that are listed on the exemption for the model, but compliance with operator & remote pilot requirements are not included.

Operator - Basic Requirements

Every model aircraft that flies except for the out of scope categories must have an operator to fly after 30 November.

The operator needs to be registered with the CAA, have received a CAA operator number and make sure that their operator number is marked on every in-scope model aircraft they are responsible for.

The operator also needs to be satisfied that the remote pilot of every in-scope aircraft they are responsible for has a valid CAA acknowledgement of competency.

An operator must be 18 or over and register annually.

Remote Pilot - Basic Requirements

The person who flies any in-scope model aircraft is the remote pilot and must have a valid CAA acknowledgement of competency to fly after 30 November.

The remote pilot also needs to be satisfied that every in-scope model they fly has an operator, and that the operator has marked the aircraft with their operator number.

A remote pilot can be any age, but needs to understand enough to pass a competency test, and retake the test every 3 years.

The Situation for LMA Members

Operator - LMA Member

Below is CAA exemption 1332 that will cover you against registering as an operator from 1 December until 23 February 2020, as long as you remain a member of the LMA. To use this exemption, you need to renew your LMA membership & request we register you as an operator before 31 January 2020.

You can request that the LMA registers you as an operator on your behalf when you renew if you're over 18, and for this first year only the LMA will pay the £9 cost for renewing members only, so it will cost you nothing extra. If you're under 18 you will need to find someone over 18 to be your operator.

In early February 2020 we will send all the data to the CAA, and in early/mid February you will get your operator details direct from the CAA, and have to mark all your in-scope aircraft.

If you decide not to renew your LMA membership before the end of January 2020, there will be another upload of members registering in mid-April 2020. You won't be covered by the LMA insurance or the CAA exemption against registration until you renew your membership though.

Anyone who renews after mid-April 2020 will have to register as an operator directly with the CAA and pay the £9 registration fee.

Remote Pilot

Below you'll find CAA exemption 1331 against the need to pass the remote pilot competency test, as long as you have an LMA Proficiency or an LMA Theoretical Competency here and remain a member of the LMA.

After 30 November 2019 you must have remote pilot competency of some sort to fly.

If you have a BMFA A/B/C or whatever or SAA Bronze/Silver Gold or whatever they



also count, provided you are also a member of the BMFA or SAA.

If asked by the police or whoever else can ask, you would need to show CAA exemption 1331, evidence of your association membership and evidence of your qualification.

The exemption expires at the end of June 2020 because by then we will be moving to the EASA rules on unmanned aircraft & everything will be different, but hopefully the same! So no need to worry about that date or believe what folk post on the interweb.

Aircraft Marking - For Everyone

As an operator, you will have to mark all of your in-scope aircraft with your operator ID (not your flyer / pilot ID if you have one) -

- On the fuselage (or main body)
- In clear block capital letters at least 3mm high
- Visible from the outside, or within a compartment that can easily be accessed without using a tool
- Secure and safe from damage

Your operator number may well change next year (to move to the pan-European number format), so don't make the marking too permanent. Don't forget to take your operator number off any model you sell either for obvious reasons.

As ever, any questions please ask, but just in case here's some of the more common ones.

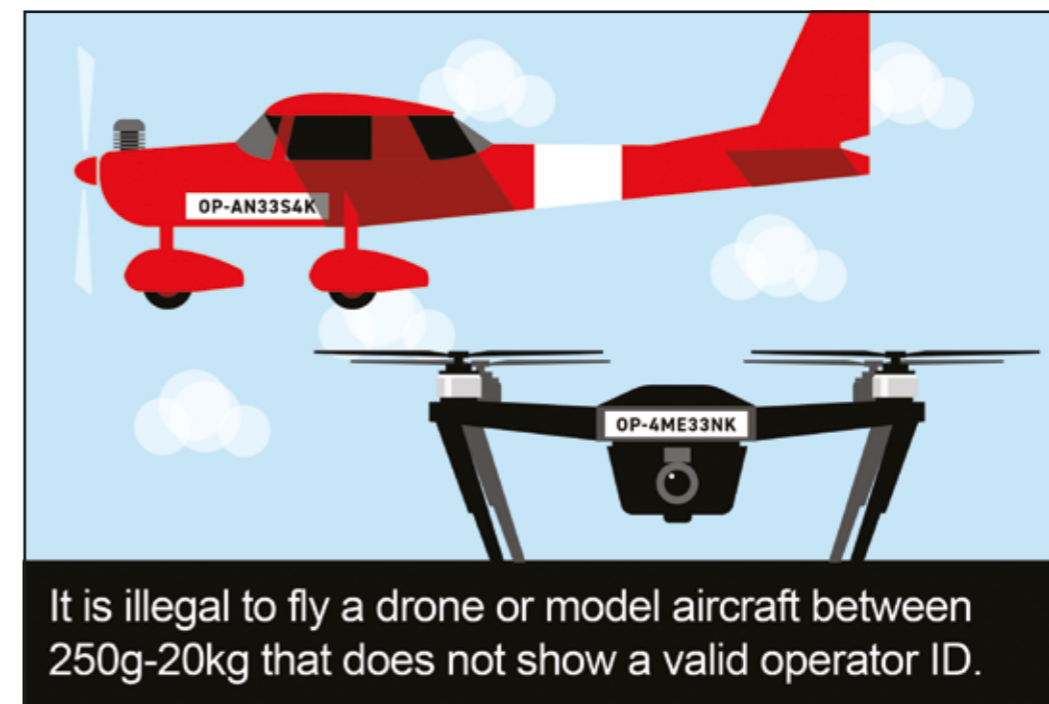
The future

What next? Well, there's still plenty to do to make sure model flying can still continue in the brave new world of unmanned aircraft under every bed.

Model Flying in General July 2020 Onwards

The EASA rules on unmanned aircraft are being applied by the CAA and will be coming into force at the beginning of July 2020, no matter what our relationship with Europe ends up being.

To fly under the EASA rules, we'll need an 'Article 16' operating permission, and as I write this, we're just about to start discussing the contents of the LMA permission with the CAA.



You can also renew online in the member's area of the LMA website, and just have to tick the box to request we register you as an operator with the CAA.

The aim is to allow model flying to carry on as unencumbered as possible by excessive rules, while maintaining the good safety record we've built up over many years. The only thing mandated is registration, all other areas of operation are to be negotiated, but we will be trying as hard as is possible for the simplest and cheapest outcome we can get.

Electronic Conspicuity / Identification / U-Space

Work is continuing with the CAA, NATS and others to make sure model aircraft flying is properly considered during the 'airspace modernisation' process that's in the early stages. The overall aim is to considerably simplify airspace (which in the UK today is a right old confusing mess) while enabling autonomous drone flights & maintaining everyone's safety.

The current plan for the different volumes of U-space looks like this, so we'll need the facility to be able to fly in all of them to carry on flying as we do today.

While individual model aircraft can't practically be part of a centralised automatic unmanned air traffic management system, the system can know where models are flying and make sure all the other aircraft fly round the models. That's what we're aiming for, to allow models to carry on flying as today, but with technology in the background that works with the rest of the machines in the sky. It will be quite a while yet before all birds are fitted with transponders in the egg!

Hopefully I'll be able to go into more detail next time (on the off chance anyone is interested) on what the modernised airspace will look like. It might have a slightly rose-tinted hue, but as always, we shall see!

Frequently asked Questions

- Q I'm also a BMFA member with an A/B certificate. Do I need to register through the BMFA as well as the LMA? (Same for SAA bronze/silver)**
- A** No. You only need to register as an operator once, and you can register through any UK association or directly with the CAA. The registration you get will be identical.
- Q Do you need my CAA remote pilot number / BMFA A/B / SAA details before the LMA can register me as an Operator?**
- A** No. There is no need to be a remote pilot to be an operator. The LMA doesn't need any of this information.
- Q I've got an LMA Proficiency / BMFA A/B, how do I get a CAA pilot number & do I have to mark my models with that number?**
- A** The CAA will only give remote pilot numbers if you pass the test on the CAA website. You don't need a remote pilot number and you do not need to put that number on any of your models, only your operator number goes on each model.
- Q If I only fly my own models, do I only need to register as an operator?**
- A** No, you need to be both an operator and a remote pilot
- Q If I only fly other people's models, do I only need to register as a remote pilot?**
- A** Is your name Johnson? If folk are that nice to you, yes, they need to be the operators and you just need to be a remote pilot.
- Q Does somebody flying under instruction on a buddy box need to have remote pilot competency?**
- A** No, only the instructor with their finger on the switch needs to be a remote pilot.
- Q We've got some club trainers I fly as an instructor. Whose operator number needs to go on them?**
- A** The club will need to decide who (if anyone) will be the club's operator. It might be easier for each instructor to put their number on a model whenever they fly it.
- Q Someone asks me to test fly their model. How do I stay legal?**
- A** If they haven't got an operator number, you'll need to put yours on the model. Your own remote pilot competency will cover you as pilot.
- Q What do I need to do to stay legal after 30 November 2019?**
- A** When you fly, have with you a copy of CAA exemptions 1331 and 1322, your LMA membership document and if you took the test, your LMA Theoretical Competence pass email (until your membership document is updated)
- Q Who's going to enforce all this?**
- A** The police. Their new powers are awaiting a Parliament, but are coming soon.
- Q Why, just why?**
- A** Because. Something must be done.

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Miscellaneous

Air Navigation Order 2016

General Exemption E 4972

Small Unmanned Aircraft – Remote Pilot Competency Requirements for Remote Pilots in Possession of an Appropriate UK Model Aircraft Association Achievement Certificate

- 1) The Civil Aviation Authority ('the CAA'), in exercise of its powers under article 266 of the Air Navigation Order 2016 ('the Order'), exempts any remote pilot flying a small unmanned aircraft whilst being the holder of one or more of the UK Model Aircraft Association achievement certificates listed in paragraph 2, from the requirements of article 94F of the Order (requirement for acknowledgement of remote pilot competency).
- 2) This exemption only applies to holders of one or more of the following achievement certificates and who are current members of the model aircraft association associated with that certificate (see Note 1):
 - a) British Model Flying Association (BMFA) 'A' certificate (Helicopter, Fixed Wing, Multi-Rotor or SF), Basic Proficiency certificate (Helicopter, Fixed Wing, Multi-Rotor or SF), 'Registration Competency' certificate
 - b) Scottish Aeromodellers' Association (SAA) 'Bronze Standard' (Fixed Wing, Thermal, Slope, Helicopter, Multicopter)
 - c) Large Model Aircraft Association (LMA) 'LMA Proficiency' and 'Theoretical Proficiency'
 - d) FPV UK Online Achievement
- 3) A copy of this exemption, along with a copy of the relevant documents (membership and award certificate) referred to in paragraph 2 above must be carried by the remote pilot when making use of this exemption.
- 4) This exemption supersedes ORS4 No. 1326, which is revoked.
- 5) This exemption has effect from the date it is signed until 30 June 2020, both dates inclusive, unless previously revoked.

S L O'Sullivan
for the Civil Aviation Authority

18 November 2019

Note

1. The model association achievement schemes work on a 'building block' process with the achievement certificates/standards listed in paragraph 2 being the minimum achievement level for each scheme.
 - The BMFA scheme consists of 'A', 'B' and 'C' certificates in ascending order
 - The SAA scheme consists of 'Bronze', 'Bronze plus', 'Silver' and 'Gold' certificates in ascending order
 - The LMA scheme consists of a single award, entitled the 'LMA Proficiency' which is the equivalent of the BMFA 'B' and SAA 'Silver' certificates.

Therefore, a person in possession of a BMFA 'B' certificate has already met the standard required for the 'A' certificate, and so on.

The latest version of this document is available in electronic format at www.caa.co.uk publications, where you may also register for e-mail notification of amendments.

2020 LMA Flyins

So far we have the following flyin dates confirmed for 2020:

15-17 May BUCKMINSTER

Contact
Perry Lambert
website@largemodelassociation.com

23 - 25 May LONGHORSLEY

Contact
Ian Jones
tradestand@largemodelassociation.com

13-14 June SOUTHPORT GARDEN PARTY

Contact
Dave Johnson
chairman@largemodelassociation.com

The full flyin calendar on the website will be updated as new events are added online bookings for all flyins will be available shortly.



Small Unmanned Aircraft – SUA Operator Registration Requirements for Members of UK Model and Small Unmanned Aircraft Associations

- 1) The Civil Aviation Authority ('the CAA'), in exercise of its powers under article 266 of the Air Navigation Order 2016 ('the Order'), exempts any member of a UK Model or Small Unmanned Aircraft Association listed in paragraph 2 below, from the requirements of article 94D (registration as an SUA operator) of the Order.
- 2) This exemption shall only apply to a person acting as the SUA Operator of a small unmanned aircraft while also being a member of one of the following UK Model or Small Unmanned Aircraft Associations:
 - a. The Society of Model Aeronautical Engineers trading as the British Model Flying Association (BMFA)
 - b. The Scottish Aeromodellers' Association (SAA)
 - c. The Large Model Aircraft Association Ltd trading as the Large Model Association (LMA)
 - d. FPV UK Ltd trading as FPV UK
- 3) A copy of this exemption, along with a copy of the relevant association membership document must be carried by any remote pilot when making use of this exemption.
- 4) This exemption supersedes ORS4 No. 1324, which is revoked.
- 5) This exemption has effect from the date it is signed until 23 February 2020, both dates inclusive, unless previously revoked.

S L O'Sullivan
for the Civil Aviation Authority
25 November 2019

The latest version of this document is available in electronic format at www.caa.co.uk/publications, where you may also register for e-mail notification of amendments.



CRI-CRI Capers

I have never met a modeller who did not have a wish list – you know that ethereal catalogue of aeroplanes that, one day, would be built and take to the skies and satisfy a deeply-embedded longing. I am a modeller and so I am not immune to this affliction!

Part 1



By John Higgings

My particular wish list tends to have comparatively few members, and they tend to find themselves included on the list only after much cogitation over a prolonged period (although I, as most of us these days, have fallen victim to sudden enthusiasms and the temptations served up by seductive ARTF's). So what sort of model grabs my particular brand of attention?

Well, my Evans VP1 Volksplane appealed because of its simplicity and the fact that the particular prototype that I chose to model had been built by an ex-Hurricane pilot who decided that, in later life, he still had a desire to "enjoy the sky". I had an obsession with Zlin 526s, fuelled by the then-emerging interest in scale aerobatics. Quarter-scale glass gliders followed

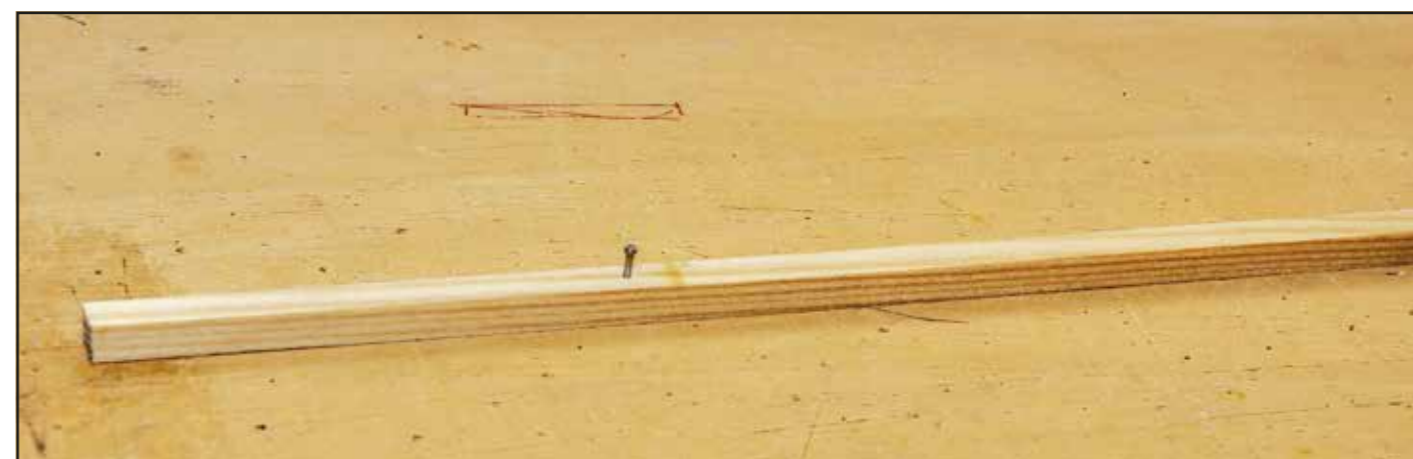
(I don't think big, beautiful gliders will ever be excluded from the list). In the 1980s I saw a lovely third-scale CAP 21 at one of the Old Warden scale days; onto the wish list it went! Over the years I accumulated 3-views, articles and photographs. I was fortunate in being able to travel to deepest Yorkshire to crawl over the example (prototype no 12) then owned by Taff Smith – what a gentleman: not only did he fly the plane for us, but he bought us lunch too! I finished my third-scale model in 2009, having started it in 1998. More recently, my third-scale Corby Starlet took to the skies, being completed in 2012. I started thinking about this one and accumulating data in 1985. Are you beginning to get the picture? When it comes to wish list projects I don't like to be rushed.

It was about umpteen years

Up until fairly recently, all my larger models have been powered by petrol engines.

ago that I stumbled across an aircraft that really tickled my fancy. Step forward the Cri-Cri. This aeroplane was designed in 1971 by Michel Colombar; his brief being to produce a 'plane, for home construction, that would cost no more than \$1000, including the engines (1970s prices). Yes, you did read that correctly – this aeroplane was a twin! The Cri-Cri really is tiny; the wingspan is a meagre 4.9 metres and it is only 3.9 metres long with a complete airframe weight of around

78 kg, depending on the engines used. Construction is all-metal plus structural foam. Once, during my full-size flying days, I came across a Cri-Cri on the peri track whilst taxiing out to runway 26. My first thought was "what's that model doing on the peri track?" Yes, the full-size Cri-Cri could easily be mistaken for a model! The design is elegant in its simplicity and has stood the test of time – to date approximately two hundred examples of the Cri-Cri have been



Panel pins attach the spars to the board