

Dear Fellow EMC Flyers,

At the November 24<sup>th</sup> meeting of the section committee, it was voted to repeal the rule which had banned the use of non branded RX and TX together.

I now believe that there never was any logical doubt that we are insured in such cases.

The BMFA allows the use of such equipment at the National Centre, Buckminster, and at all competitions, and always has done.

Rule 9 in the attached, revised rules, has been amended to clarify the correct position on the subject of radio gear, which I elaborate on as follows:

**Radio equipment must be lawful, and fit for purpose.**

Providing that you have paid your BMFA subs, and providing that you are operating lawfully, the BMFA's insurance will cover you, the flyer.

The CAA requires us as flyers to ensure that **all** aspects of our model aircraft are "fit for purpose"

An unlawful item of radio equipment might be one which is transmitting on an illegal frequency, for example.

So the operator has to ensure that he uses only lawful radio equipment.

As far as being "fit for purpose" a radio related example would be using a short range receiver designed for indoor use in a large long range model.

Another example might be the use of inadequate, worn, or broken: battery or switch, servo, extension lead or aerial.

Whatever brand sticker is attached to an item is irrelevant, and a red herring, but it **must be fit for purpose.**

**If in doubt, don't use it!**

**The CAA and the BMFA are primarily concerned with preventing models from "flying away."**  
**To minimise this risk we are required to:**

1. As a minimum: perform a **range test** before test flights: i.e. on a new or repaired or modified model.
2. **Test the operation of the "fail safe"** before **every** flying session. The fail safe must as a minimum close the throttle or motor control to idle.

Safe flying and happy landings,  
Charles Smitheman  
Air Section Secretary.