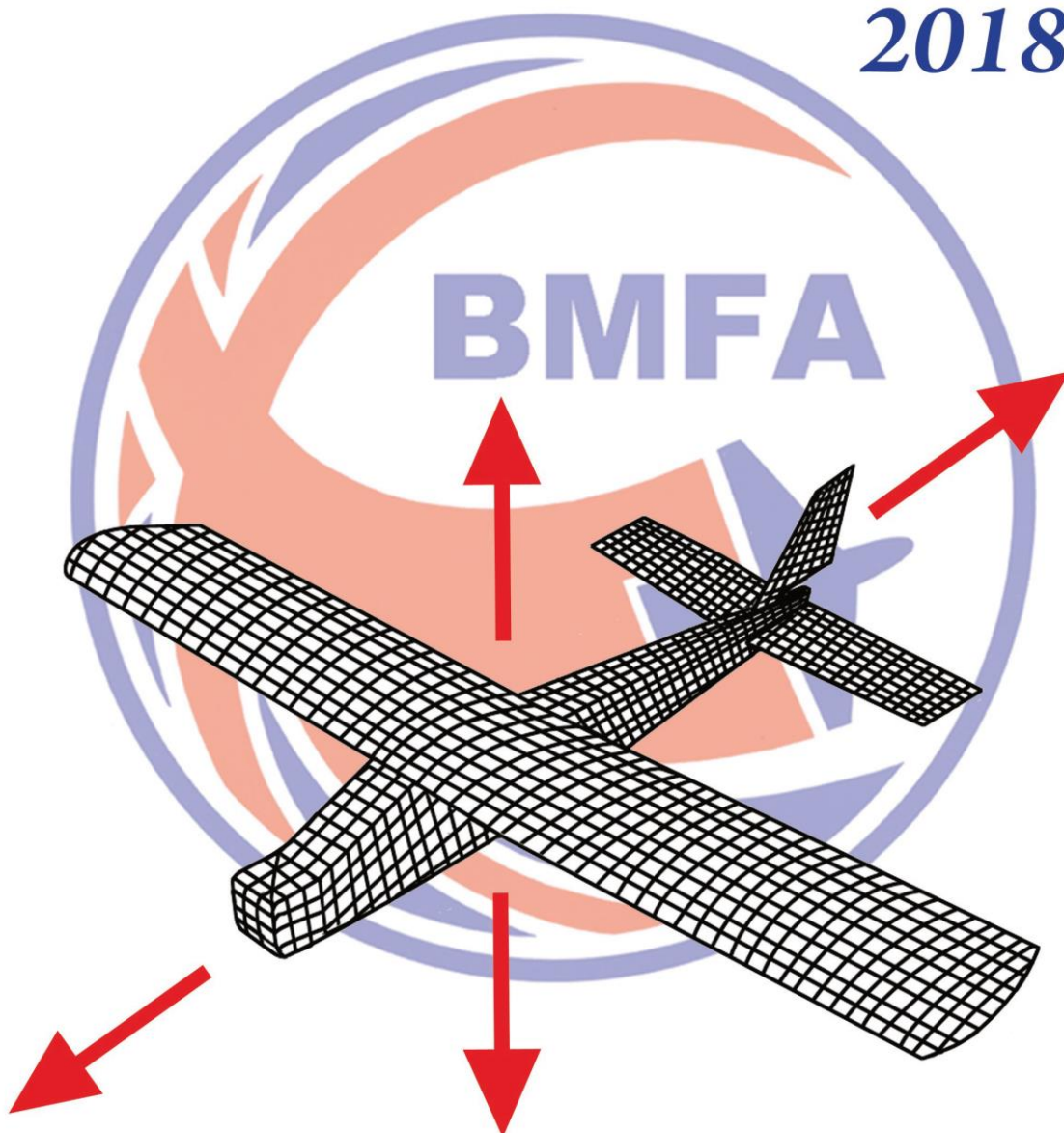


British Model Flying Association
Flight Challenge 3
Distance

2018



**British Model Flying Association
2018 University and Schools Payload
Challenges**

Dates Notice

1st, 2nd, 3rd June 2018

**National Centre for Model Flying
BMFA Buckminster
Sewstern Lane
Grantham
Lincolnshire
NG33 5RW**

Challenge Main Sponsor



Supported By

BAE SYSTEMS

In Partnership with



The British Model Flying Association invite your school or youth group to enter a team or teams in the

2018
Flight Lift
Challenge 3
Distance

The information contained in this brochure provides a detailed overview of the 2018 Flight Lift Challenge (distance) as well as all information and forms for prospective entrants. We look forward to meeting your staff and students in 2018.

Should you require any assistance please contact
the BMFA Challenge Co-ordinator.
Manny Williamson
(Address as on the entry form, final page)

NOTE

These competitions are supported by cash prizes, both for the school/department and the individual members of the winning team.

INTRODUCTION

The Flight Lift Challenge 3 (distance) has been developed as an introduction to the more advanced concepts of aircraft design and build and also a meaningful lead in to Challenges 4 and 5.

The academic requirements are less rigorous than the more advanced challenges 4 and 5 (Quantity and Weight), teams are required to produce a brief written summary of their design process and finished aircraft including simple 3 view drawings, teams are also required to conduct a 5 minute presentation to a team of expert judges prior to the flight element of the competition.

For the flying element of the competition, teamwork, planning and a well-structured approach combined with a well designed and practical airframe will be key elements to success in this competition.

Please note that it is strongly recommended that the help of an experienced aero modeller is enlisted from the very start.

Local contacts are available from the BMFA office.

We look forward to receiving your team's entry for the 2018 Payload Challenge 3.

In Partnership with the Royal Aeronautical Society

- The Royal Aeronautical Society (RAeS) is pleased to be able to once again join the BMFA Payload Challenge event.
- The RAeS will provide Aerospace Professional support for judging and operation of the competition
- This support for the competition is part of the RAeS outreach programmes to schools, colleges and universities.
- The RAeS also provides career support to aspiring and established Aerospace Professionals and details can be found on its website at <https://www.aerosociety.com/careers-education/>



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SUMMARY OF RULES

Note: This summary is intended as a simplified guide to the rules. Competitors should ensure that they have read the full rules before committing to design and manufacture of their aircraft.

OBJECTIVES AND SCORING

- The objective is to design and build an aircraft to carry a designated payload over as many laps of a course as is possible in five minutes.
- Competitors are required to submit drawings on the morning of the competition.
- Each team will be required to give a presentation of five minutes duration.
- The winner will be the team achieving the highest combined score from all three elements.

CONTEST ELIGIBILITY

- The competition is open to members of youth groups and students at schools and colleges up to the age of 17 at the time of the contest
- Teams will comprise not more than five students plus a manager and pilot.

THE PAYLOAD

- The payload will be supplied by the organisers.
- The aircraft must be designed to carry a load measuring a maximum of 150mm x 150mm x 300mm and weighing no more than 500gm.

THE AIRCRAFT

- The aircraft must be fixed wing but otherwise the configuration is free.
- There is no limit on wingspan.
- The power system will comprise one 4-Max PO-3541-1070 motor and 4-Max PP-TESC45AU speed controller (or E-flight Power 10 motor and E-flight 40 amp speed controller) and a 3 cell Lithium Polymer battery of not more than 2200 mAh capacity.
- The electrical circuit must include the specified isolator wired such that the motor cannot be run with the isolator removed.
- The aircraft undercarriage must enable operation from a grass runway.

CONTROL

- Control of the aircraft will be by means of radio control operating on the 2.4 GHz waveband.
- Aids to stabilisation are permitted.
- The system must include an operating Failsafe facility.

SCRUTINEERING

- All entrants will be required to satisfy the scrutineers that their aircraft and control system comply with the regulations.
- The scrutineers must also be satisfied that the aircraft and systems are safe for flight.
- Teams will be required to demonstrate their Failsafe operation.

CONDUCT AND SAFETY

- All members of competing teams will be expected to conduct themselves in a sportsman-like and safe manner.
- Teams not meeting these criteria may be penalised or excluded.
- The word of the contest director is final in all matters.

D 1 OBJECTIVES

Contestants are to research, design, build and prove an electric powered, radio controlled aircraft, to transport the designated payload over the longest distance possible in a prescribed 6 minute time slot utilising a standardised propulsion unit.

Teams are required to produce simple drawings outlining their aircraft's design and construction. Teams are then required to give a verbal presentation in front of a panel of judges on their aircraft and finally take part in a flight competition to demonstrate the performance of their aircraft.

The winners are the team who achieve the highest aggregate score for all the parts of the competition.

D 2 CONTEST ELIGIBILITY

The contest is open to students in full time education up to the age of 17 (at date of flying competition), teams may be from schools, cadets, scouts or other youth groups.

The pilot of the aircraft need not be a member of the group which has entered the competition as designers and builders, but must be a member of the BMFA or the SAA and hold at least a 'B' Fixed Wing Power Achievement Scheme Certificate or equivalent. The maximum number in a team will be five students plus a manager and a pilot. For the flying part of the contest a pilot can be supplied by the contest organisers if required.

D 3 PAYLOAD

D 3.1 Provision should be made to accommodate a payload measuring a **maximum** of 150mm x 150mm x 300mm, the payload will be supplied by the organisers and will have a **maximum** weight of 500g, the assumption must be made that the payload will include instrumentation and data recording capability, and as such must be mounted to the airframe securely to ensure that it cannot move or breakaway in flight.

Note: It is likely that organisers will test the payload area with a block measuring 148mm x 148mm x 298mm, it is suggested that where the provision is made for internal carriage of the payload teams do not aim for a very tight fit, as failure to accommodate the appropriate payload dimensions will remove the aircraft from the flight competition until rectified.

D 3.2 The payload may be mounted externally or internally but may in no way contribute to the strength or integrity of the airframe.

D 4 AIRCRAFT CONFIGURATION

D 4.1 Only fixed wing designs will be permitted to enter the competition. There is no wingspan limit.

D 4.2 The power system will comprise one 4-Max PO-3541-1070 motor and 4-Max PP-TEESC45AU speed controller (or E-flight Power 10 motor and E-flight 40 amp speed controller) and a 3 cell Lithium Polymer battery of not more than 2200 mAh capacity.

No modification to the motor, ESC or battery is permitted. Gearboxes are not permitted between motor and propeller.

D 4.3 The specified “isolator” (fuse unit) **must** be fitted in order that the motor and speed controller can be isolated from the main power supply for the purpose of safe aircraft handling and loading, the “isolator” must be mounted in such a location as to be readily accessible by team members and also easily visible to flightline marshals.

D 4.4 Additionally, the Isolator unit must be located a minimum of 100mm from the propeller arc and orientated so as to promote removal of the fuse predominantly away from the direction of the propeller arc (25 degree minimum). It is important that the unit is affixed to a suitably sturdy area of the airframe in order to prevent damage when fitting or removing the fuse.

D 4.5 It is required that a tag or pennant is affixed to the fuse to aid removal and visibility.

D 4.6 Only one flight battery may be used per flying round.

D 4.7 A propeller spinner or rounded safety nut must be fitted on forward facing motors.

D 4.8 The allocated team number **must** be displayed on the upper wing surface of the aircraft in characters a minimum of 100mm high in a contrasting colour. Aircraft not fulfilling this requirement will not pass scrutineering and processing.

D 4.9 The aircraft undercarriage must be designed to operate off a range of runway surfaces including short grass.

D 4.10 Teams are permitted to utilise duplicate airframes of the same design but where a substitute airframe is utilised as an aid to completing the flight competition a penalty of 30 points will be applied.

The specified fuse and holder assembly is available from the BMFA at cost and is detailed at the rear of this brochure.

D 5 RADIO RESTRICTIONS

D 5.1 Radio control will be used to fly and manoeuvre the aircraft.

D 5.2 Radio installations will be scrutinised by the organisers and must be deemed fit for the intended application. Contestants must ensure that servos and linkages are capable of handling the anticipated air loads.

D 5.3 Computer transmitters are permitted, however any extra functions, mixing or advanced programming must be explained and demonstrated during the presentation to the judges.

D 5.4 Aids to flight stabilisation such as gyros, auto pilot and auto level are permitted.

D 5.5 Equipment on the 2.4GHz band only.

D 5.6 All radio equipment must be UK compliant.

D 6 COMPETITION PROCEDURES

D 6.1 There will be two elements to the competition in which all participants are required to compete. The first, the design competition, will enable the contestants to present their designs to a panel of expert judges.

D 6.2 The second, the flight competition, will determine which aircraft is able to cover the most distance within the allotted time period (most laps of the course over all rounds flown).

D 6.3 Each team must display their designated entry reference on the wing of the aircraft in characters a minimum of 100mm high in a contrasting colour. Aircraft not fulfilling this requirement will not pass scrutineering and processing.

D 7 DESIGN COMPETITION

D 7.1 DRAWINGS: Each team must submit a three view drawing for the aircraft which is to be flown. The drawing is not required to be to scale but must contain dimensioned front, side, and top views. Drawings must include the name of the team and the designated reference number in the title box.

Drawings to be supplied on a single sheet of A3 size paper in landscape format.

The drawings will be worth a maximum of **25 points** which will be allocated as follows:

3 clear views	max 5 points
Inclusion of relevant dimensions	max 5 points
Description of materials utilised	max 5 points
Manufacture/assembly notes	max 5 points
Overall graphic quality/clarity	max 5 points

D 7.2 Presentation: Prior to the first competition flight, each team will present their aircraft design before a panel of professional engineers.

D 7.3 Order of presentation will be established by the organisers and announced at the start of the competition.

D 7.4 Each team will be allocated five minutes in which to describe and promote their design, content falling outside of the allocated time will not be considered during marking.

D 7.5 Visual aids will not be permitted, however teams may utilise material/test samples, aircraft cross section samples and replica components as part of the presentation to judges. The aircraft should be available for the presentation and a **10 point** penalty will be incurred if the complete aircraft does not feature as part of the presentation.

D 7.6 The presentation is worth **30 points**. Judging criteria for the presentation will include:

- Balance and continuity
- Articulation
- Technical highlights

D 7.7 Subsequent to each team's presentation, aircraft details will be recorded. A safety and airworthiness inspection will also be conducted at this time to enable teams to address any item requiring attention before flight.

Correct Failsafe operation must also be demonstrated at this time so it is important that the transmitter and batteries are made available to the scrutineering team.

NOTE: Experience has shown that teams do not make the best use of the opportunity to gain addition points that the presentation offers, remember, your teams presentation should aim for a professional standard and “sell” the benefits of your particular design to the maximum.

This competition is as much a test of your organisational skills as of your engineering flair. You may well have a world-beating design....on paper. Each year several teams fail to complete their projects by the date of the Flight Competition.

D 8 THE FLIGHT COMPETITION

D 8.0 The aircraft must be rendered “safe” on all occasions that it is handled by the team for the purpose of payload loading, a team member must display the isolator/breaker for the benefit of the flight line marshals during loading and unloading.

D 8.2 At the start of the prescribed time slot the model should be without payload, on being given the start signal the team must load the aircraft with the payload. The model must then be carried to the take off line and set down facing predominantly into wind, at this time the power system can be rendered “live” by inserting the “isolator”.

D 8.3 The aircraft must take off from a standing start (no pushing) utilising it's own undercarriage.

D 8.4 Having completed a successful take off the model must proceed to pylon number one whereupon a flag will be raised immediately the model has passed the pylon. The aircraft will then proceed to pylon two where the same process will apply. The aim is to complete the highest number of laps of the course within the permitted time allowance. Only completed laps will count towards the overall score, the initial lap including the take off will be counted as one lap.

D 8.5 Should a successful take-off not be completed, teams may retrieve the model for further attempts without reloading the payload within the allotted time period.

D 8.6 The aircraft must complete a successful landing, remaining in airworthy condition other than damage to undercarriage and propeller and come to a complete standstill before a team member may approach, disarm, then retrieve the aircraft and return it to the loading bay.

D 8.9 At the end of the time slot the details of the flight will be recorded by the CD and added to the judge's scorecard.

D 8.10 The aim is for each team to fly three, six minute slots, however, a final decision will be announced at the morning briefing to reflect the time available, the number of teams competing and the expected weather conditions.

D 8.11 The distances indicated on the flight plan sheet are for guidance purposes only, these will be decided and set prior to the commencement of the flight competition.

D 8.12 Time for trimming flights will not be available on the day of the competition. Entrants should test fly their aircraft prior to the weekend of the competition.

D 8.13 Any protest must be filed in writing to the Contest Director by the faculty advisor or team captain. Any protest must be filed no more than 10 minutes after the Flight Competition is announced as being completed. In order to have a protest considered a team must be willing to put up **20 points**, which may be forfeit, if their protest is rejected. The Contest Director may call upon a jury of interested parties to help with his decision. This decision is final.

D 9 SCORING

Overall score = Drawings + Presentation score (max. 30) - Penalties + Normalised flight score (total of all rounds flown).

Penalty points are assessed as follows:

- **10 points deducted for no aircraft at presentation**
- **30 points deducted for substitution of complete airframe.**

The flight score will be normalised, **100 points** will be awarded to the team who complete the largest number of laps in their **best** round and all other scores will be calculated as a percentage of this figure (this has been implemented in order to maintain a valid balance between the points available for the drawings, presentations and flight score).

D 10 GENERAL CONDUCT AND SAFETY

D 10.1 The word of the contest director is final in all matters.

D 10.2 It is important that all team members including the pilot attend the morning briefing; this will consist of safety information as well as other information pertinent to the weekend's activities.

D 10.3 In the event of unsportsmanlike conduct, the team will receive a warning from the Contest Director. A second violation will result in expulsion of the team from the competition.

D 10.4 Deliberate or repeated violation of safety rules will result in the team's expulsion from the competition.

D 10.5 All competing aircraft must be fitted with a serviceable failsafe that returns the throttle to stop on loss or corruption of the radio signal.

D 10.6 All competing aircraft must be fitted with the specified unit for isolating the flight battery from the motor for safety during payload transfer and handling.

D 10.7 The pilot of the aircraft should ensure before flight that all systems are functioning correctly and that all controls have full and free movement as well as operating in the correct sense.

D 10.8 The Competition Director reserves the right to ground any aircraft if in his opinion, or that of his appointee, the aircraft does not meet a safe standard of construction or radio installation.

D 10.9 The extent of the flying area will be announced during the morning briefing, any pilot flying within the briefed “no fly” area’s will be directed to land immediately.

D 10.10 Safety is of paramount importance and pilots must be prepared to “ditch” their aircraft on the order of the flight-line director should he deem it necessary on safety grounds.

D 11 ENTRY

PLEASE SEND YOUR COMPLETED ENTRY FORMS TO THE CHALLENGE CO-ORDINATOR AT:

The British Model Flying Association
The Development Officer
Chacksfield House
31 St Andrews Road
Leicester
LE2 8RE

Or by email marked for the attention of the Development Officer (Manny Williamson) at admin@bmfa.org

To facilitate planning, we must receive, by 1st February 2018, a formal notification of your intent to enter the 2018 competition.

DRAWINGS

Drawings are to be submitted to the judging panel in hard copy (paper) format at the flight competition (at the time that the team conducts their presentation to the judges).

NOTE: On receipt of your completed entry form you will receive a confirmation and also your unique team designation reference; this reference must be quoted in **all** correspondence and appear on the aircraft wing as detailed in E 3.8.

D 12 PRIZE AND AWARD DETAILS

1st Place

The Integro Payload Challenge Trophy*

£100.00 Cash prize, paid to department or school.

£25.00 Cash prize, paid individually to each team member (up to a limit of five persons).

Certificates will be awarded to all competitors.

* Note: the Integro Trophy is presented to the winning team on an annual basis and remains the property of the British Model Flying Association. The trophy must be returned 28 days prior to the competition of the following year in order that it is available to present at the event.

D 13 POWERTRAIN NOTES

The specified motor for the Quantity Challenge is:

4 Max PO-3541-1070 motor – or Eflight Power 10 (£34.50 inc VAT)*

4 Max PP-TEESC45AU speed controller – or Eflight 40amp (£36.50 inc VAT)*

Fuse Holder Unit 60A - £9.50 inc VAT*

Time Delay Fuse 40A - £2.00 inc VAT*

Items marked * are available directly from the BMFA office.

Postage and Packing will be charged at £10.00 per order.

Motors and speed controllers also available directly from 4-Max

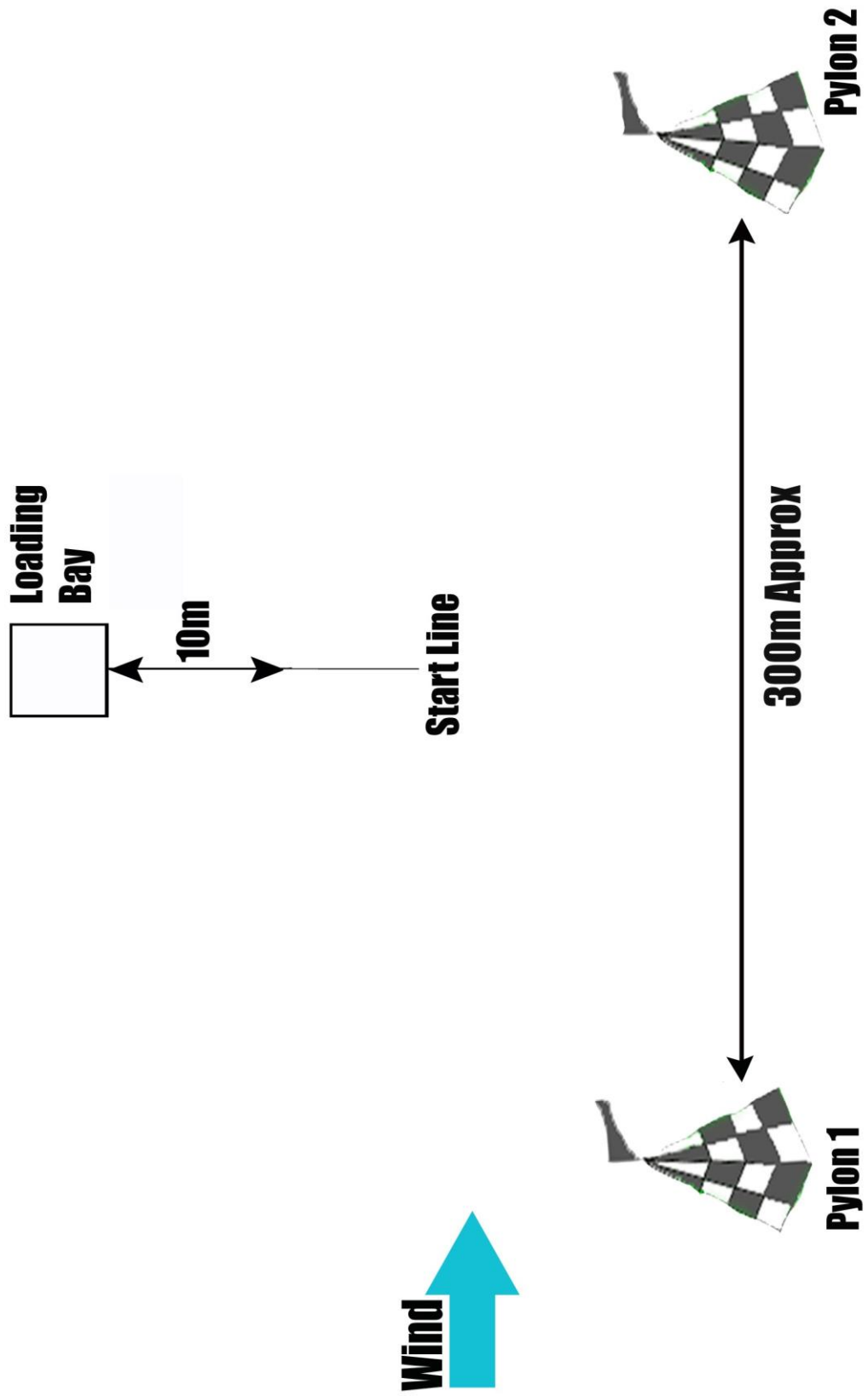
<http://www.4-max.co.uk>

A 10% discount is available for all items purchased by teams participating in the 2018 Payload Challenge.

Please quote discount voucher code BMFAPLC when ordering.

4-Max Tel: 01256 782 512

Flight Pattern Subject To Wind Direction



Entry form for 2018 Flight Lift Challenge 3 Distance

Note: Please copy this form and complete one form per team.

Forms to be received by 1st February 2018

Name of University, School, youth group or organisation:

Name of Tutor/Teacher responsible for entry: _____

Team Name: _____

Names of 5 Team Members:

1. _____

2. _____

3. _____

4. _____

5. _____

Pilot: _____

Name and Address of Team Manager

Name: _____

Address: _____

Contact Number: _____

Email: _____

All correspondence relating to the 2018 Challenge will be conducted through the addresses and numbers given on this form

Do you require technical assistance from local aeromodellers? YES / NO

Do you require a pilot? YES / NO

Please note a fee of £50.00 is payable per Team entered (non refundable).

Cheque to be made payable to BMFA or alternatively to pay by credit/debit card please contact the office.

Cheque enclosed

British Model Flying Association
Challenge Co-Ordinator
Chacksfield House
31 St Andrew's Road
Leicester
LE2 8RE

Telephone: 0116 2440028

Please note on receipt of completed Entry Form and payment each team will be issued with a unique reference number which must be quoted in all correspondence including submissions to the judges and also displayed on each aircraft as detailed in the Rules Brochure.

Office Use Only

Payment Received: Date: _____ Signature: _____

Reference Number: _____