

New Horizons - Guidance for Applicants

All applications for New Horizons aircraft must meet the following criteria. Please read through carefully and consider how your application can fulfil the requirements.

Host and Aims

The New Horizons project is aimed at promoting microlight aviation and aviation engineering skills to young people and so the host organisation must cater for this age range.

The build must provide educational value within a structured course or as part of a syllabus.

To fulfil the aims of the New Horizons project the team of young builders must learn during the build and so the leaders must develop a teaching and learning plan with aims, objectives and measures of success which will be used throughout the build. The plan will be approved by the BMAA before the project is agreed.

People

The leaders within the host organisation are responsible for the success of the project. The BMAA cannot provide continuous oversight or coaching throughout the build. Therefore, at least one of the host's leaders should have experience of a similar build, or have access to someone with that experience who is prepared to be involved throughout the build.

The aircraft build will be subject to "stage inspections" conducted by a BMAA Inspector approved for the build. The inspector will act independently of the builders and so will not qualify to provide continuous oversight or coaching. Where possible the BMAA encourages the inspector to keep fees and costs to a minimum, however the host is responsible for this cost.

Documentation

The BMAA publishes a Technical information leaflet, Til 039 AMATEUR BUILD KITS – PROCESS GUIDE available from the BMAA website, which details the procedure for the construction of amateur built aircraft. The leaders within the host organisation must familiarise themselves with this document before the project is agreed. The BMAA Technical Office can give some assistance to the project's lead builder if required.

Premises

The premises where the aircraft is to be built must be approved as fit for purpose before the project is agreed.

There must be sufficient indoor secure space to house the build at all stages. The premises do not have to be on an airfield as the aircraft can be transported to an airfield for all engine running and test flying.

Finance

The aircraft will belong to the BMAA throughout the build. From the point of delivery until the point of first engine run it is the host's responsibility to insure the aircraft, or otherwise ensure that the BMAA suffers no financial loss, if the aircraft or any parts are lost or damaged however incurred. This must be agreed in writing before the project is agreed.

The BMAA will be financially responsible for the kit prior to delivery, and the completed aircraft from the point when the first engine run is to be conducted.

Completion

Following completion the aircraft will be test flown by a BMAA appointed test pilot. When approved, if possible, the builders will be invited to experience a flight in the aircraft. It will then be sold by the BMAA to fund other projects.