New Horizons - Guidance for Applicants

Thank you for considering becoming a host organisation for a BMAA New Horizons Build a Plane project. This guide sets out the basic requirements that a host must be able to demonstrate they meet before being awarded a New Horizons project. 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. We recommend that the builders should be aged between 14 and 18 years, 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.

The host must develop a teaching and learning plan with aims, objectives and measures of success which will be used throughout the build and which will have to be approved by the BMAA before the project is agreed.

Timing

It is the intention of the BMAA that the young people building the aircraft will see the project through from start to finish. Hosts should plan to make sufficient time available to achieve this aim. As a guide, a single builder may take 350 hours to complete the construction. Although obviously for some parts of the build having more hands will reduce the time taken, hosts should not underestimate the time that will have to be allocated to the build.

The BMAA will expect to see a timetable showing how time will be allocated to achieve the build within the overall scope of the project.

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 host will be asked to provide details of the nominated project leader and their relevant experience.

Building an aircraft is a hand's-on task. Although there is scope for other activities generated by the build, such as keeping a blog, creating a film or picture record of the build or designing individual artwork, the construction itself is the core of the project. The team leader must be able to manage the group building the aircraft to ensure that the construction is correct and safe. We recommend that the build group should never exceed eight in number at any one time.

Each stage of the build must be thoroughly understood by the leader and the group, planned, carried out and recorded. The leader must be able to demonstrate correct use of tools and be responsible for overseeing their use by the group.

The leader will be expected to be able to follow a build manual without assistance and direct the group through each construction step. An example of a build manual can be downloaded using this link.

The leader must be able to demonstrate familiarity with the build manual and the principles of construction contained within it before the project is agreed by the BMAA.

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 from this link, 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.

The leader must be able to demonstrate familiarity with this document before the project is agreed by the BMAA.

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.

Access to the premises between build periods must be strictly controlled.

Premises will be subject to an inspection before the project is agreed by the BMAA?

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.

The value of the kit varies slightly between models, but will be in the region of £35,000

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.

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