

AYLESBURY AND DISTRICT MODEL FLYING CLUB CONSTITUTION AND RULES

A&DMFC CONSTITUTION

1. NAME

- a) The name of the Club shall be the Aylesbury and District Model Flying Club.
- b) The address of the Club shall be c/o the Honorary Secretary (Hon. Sec.)

2. OBJECTS. The Objects of the Club shall be:

- a) To provide facilities for the sport of predominantly fixed-wing model aircraft construction and flying.
- b) To assist members to improve their standards of building and flying and to require strict observance of all rules in the interests of safety.
- c) To encourage Club social activities.
- d) To abide by and promote the national policies and rules of the governing body for the sport by affiliation to the British Model Flying Association (BMFA).

3. MEMBERSHIP

- a) **SENIOR MEMBERS** shall be 18 years of age or over.
- b) **JUNIOR MEMBERS** shall be under 18 years of age and will have no voting rights. Those under the age of 18 on the date of application will become Senior Members on their 18th birthday without paying the difference in membership fees.
- c) **ASSOCIATE MEMBERS** shall be ex-Senior members who have no voting rights and who do not need to be members of the BMFA. New members may not join as Associates.
- d) **HONORARY MEMBERSHIP** shall be conferred at the discretion of the Committee. Honorary membership of the Club will not confer flying status on the honorary member unless the said honorary member is a member of the BMFA.
- e) **GUESTS** are only permitted to fly by arrangement with a Committee Member. They will only be allowed to fly on the following basis:
 - i) They produce proof of adequate third party insurance cover, which is equal to BMFA cover or better.
 - ii) They produce proof that they hold a BMFA "A" or "B" Certificate of Achievement and satisfy the Committee Member that their standard of flying is in keeping with their certification.
 - iii) They use a Temporary Peg provided by the Committee Member, unless they are signed in to fly in a competition.
 - iv) They are accompanied by the host member at all times and abide by Club Rules.

- v) The host member shall be fully responsible for his guest's conduct.
 - vi) If the guest appears on a regular basis, he or she will be asked to join the Club.
- f) In the event that it is necessary to limit the number of members admitted to the Club for whatever reason the membership limits shall be decided at the Annual General Meeting (AGM) or at an Extraordinary General Meeting (EGM).
 - g) Application for membership should in the first instance be directed to the Club Secretary using the Contact form on the Club website.
 - h) New members are subject to a 3-month probationary period after which their membership will be confirmed by the Committee.
 - j) Members will be expected to sign to say that they have read the Club's Constitution and Rules, understood them and are prepared to be bound by them.
 - k) Membership is not guaranteed and can be terminated without reason during the probationary period.

4. SUBSCRIPTIONS

- a) The amount of any initial "joining fee" (currently £50) and the amount of annual subscriptions shall be determined at the AGM.
- b) The annual Club subscription shall be payable by 31st December and shall cover membership for the forthcoming calendar year. New members will pay an additional one-off fee of £50. However, new members joining on or after July 1st will be charged 50% of the Club membership fees. This does not apply to lapsed members.
- c) Existing members who do not renew their membership by making the appropriate cleared funds available to the Hon. Sec. on or before 31st December will be deemed to be lapsed members and will be required to pay an additional £50 if they wish to renew their membership.
- d) New members who are not existing members of the BMFA will be required to join the BMFA as a condition of membership of the Club. BMFA membership can be gained via the Club or directly via the BMFA website.

5. OFFICE BEARERS

- a) The Office Bearers shall be the Chairman, Secretary, Treasurer, PRO/Newsletter Editor, Safety Officer, Training Officer and Competitions Officer. All Office Bearers shall retire annually, but shall be eligible for re-election at the AGM.
- b) The Office Bearers may be exempted from paying Club subscriptions during their period of office but must continue to pay their BMFA subscriptions.

6. COMMITTEE

- a) The day to day business of the Club shall be managed by a Committee of 7, including the Office Bearers. All Office Bearers are required to hold BMFA membership.

- b) The Committee shall have the authority to co-opt up to a further 2 Committee members at their discretion.
- c) The Committee shall be responsible for the production and maintenance of the Club's Constitution and Rules which shall be binding on all members operating on any site being used officially by the Club.
- d) The Committee, during their term of office, may vary the Flying Rules at their discretion and may also pass Bye-Laws relating to other aspects of the Club's activities; such variations and Bye-Laws are to be ratified by majority vote at the next AGM.
- e) A quorum of any Committee meeting shall consist of a majority of Committee members including co-opted members.
- f) All Committee meetings will be minuted. Minutes of Committee meetings will be made available to members on request to the Hon. Sec. All proposals must be seconded and voted upon. A majority vote of those present is required to carry out any proposal.
- g) The Committee are authorised to carry out negotiations and make decisions in the interest of the Club on behalf of the membership where necessary without consulting the members.
- h) The Hon. Sec. must be informed of any negotiations proposed by Club members which affect the Club as a whole and copies of any written correspondence must be submitted to him for record purposes.
- i) The Committee may pay accounts and incur any normal liabilities on behalf of the Club.
- j) The Committee shall regularly review the Club Constitution and Rules.

7. ANNUAL GENERAL MEETING

- a) An Annual General Meeting may be held on the first suitable date after September 1st for which at least 14 days' notice will be given in writing to all Club members. The meeting shall, *inter alia*, consider the reports of the Chairman and Treasurer for the ensuing year. A Temporary Chairman will be elected to conduct the election of the new Committee.
- b) A quorum of the AGM shall consist of at least one quarter of paid up Senior Members. Failing a quorum an Extraordinary General meeting will be called within one month of the date of the AGM.
- c) All proposals must be seconded and voted upon. A majority vote of those present is required to carry any proposal including proposals to alter the Constitution and Rules. In the event of a tie, the Chairman of the meeting shall have a casting vote at all General Meetings
- d) Nominations for positions on the Committee will be proposed from the floor and seconded from the floor by members present. The nominations will be put to the vote; a majority being decided by a show of hands. Each Senior Member shall be

entitled to 1 vote. The temporary Chairman will have a casting vote in the event of a tie. Only Senior Members will be eligible for posts on the Committee.

- e) Non club members may attend Club meetings as invited guests by applying to the Hon. Sec. at least 14 days prior to the meeting.

8. EXTRAORDINARY GENERAL MEETINGS

- a) An Extraordinary General Meeting (EGM) may be called for by a request from not less than 20% of the Senior Members, or by the Committee by a majority vote. For an EGM called by Senior Members, a quorum of 50% of the persons requesting the EGM shall be present. For an EGM called by the Committee a quorum shall consist of at least one quarter of paid up Senior Members. Business shall be confined to the items contained in the written request for the EGM. Voting shall be by show of hands. Each Senior Member shall be entitled to 1 vote. The date of effect of resolutions shall be decided by a majority vote of the meeting.
- b) The Chairman of the Club shall, ex-officio, be the Chairman at all General Meetings and, in his absence, a Chairman shall be elected from the members present at the commencement of the meeting.

9. ALTERATIONS TO THE CONSTITUTION AND RULES

Formal alteration to the Constitution and Rules should normally be made at a General Meeting of Club members after all members have been notified in writing of the intention to propose alterations to the rules at that meeting. Such alterations and additions must be agreed by a two-thirds majority of the members present. Postal votes or email votes will be counted if they are in the Hon. Sec's hands by the day of the meeting. However, clause 6d above allows the Committee to vary the Flying Rules at their discretion subject to ratification, as above, at the next AGM or EGM.

In the event that an AGM or EGM cannot be held, proposals or alterations to the Constitution and Rules can be communicated to members by email. Such proposals and alterations must be agreed by a two-thirds majority of members responding by email or by post.

10. FINANCE

- a) **AUDIT OF ACCOUNTS** - A financial statement, duly signed by a Competent Person as agreed by the Committee, shall be submitted to the membership at the AGM.
- b) **BANKING** - The funds of the Club shall be lodged in a bank account approved by the Committee.
- c) **CLUB PROPERTY**- The Committee shall be responsible for all property belonging to the Club and maintain a current inventory which will be made available to the Club's Competent Person as requested.

A&DMFC FLYING RULES

11. GENERAL

- a) **All flying by Club members and guests must be conducted in accordance with advice and procedures laid down in the extant version of the BMFA Members' Handbook.**
- b) A&DMFC Flying Rules shall apply to all Club members and guests, and will be subject to regular review by the Committee.
- c) The official Club site is at Folly Farm, Hardwick. Overflying of buildings and roads is generally not permitted (but see exceptions at clause 24 below).
- d) Members with a BFMA Achievement Award in Fixed Wing Power, Helicopter or Glider/Electric may fly solo only in the discipline(s) for which they have certification.
- e) Lapsed members who do not have a BFMA Achievement Award shall not fly unless under the supervision of an instructor approved by the Committee.
- f) Members who joined after 1 June 2000 who do not have a BMFA Achievement Award shall not fly on Club fields except under the supervision of an instructor approved by the Committee.
- g) All new members who do not have a BMFA Certificate of Achievement will be required to join the Club's Training Scheme.
- h) All new members who possess a BMFA Certificate of Achievement will be required to demonstrate their flying competence to the Club Training Officer, or his appointee, before being allowed to fly solo at the Club site.
- f) Should any aircraft go out of control, the first priority must be the safety of persons with the second being avoidance of damage to property. A warning must be shouted by pilots.
- g) The Committee reserve the right to examine all models to check their weight, construction, airworthiness and compliance with Club rules, and to refuse permission for a model to be flown if it does not meet with their satisfaction.
- h) If in the opinion of a Committee member a model is deemed excessively noisy in the air, it is to be grounded. When rectified, it will be checked against the Government recommended noise limit of 82 dB(A) at 7 metres before being allowed to fly again. At which point it will be checked again for noise in the air by a Committee member.

12. INSURANCE. BMFA insurance is mandatory for all Club flying members.

13. CAA REGISTRATION. CAA Registration is mandatory for all flying members (except family junior members)

14. R/C FREQUENCIES. Club members are required to meet any statutory requirements and BMFA requirements regarding the use of radio for the remote control of models.

- a) The control of the allocation of all frequencies for radio control transmission shall be by means of coded pegs. Only those pegs supplied to members by the Club shall be used. Members who forget to bring their club peg with them to the flying site will be prohibited from flying.
 - b) Uncertificated pilots will have yellow "Temporary" pegs,
Guests will have yellow pegs unless signed in for a competition
"A" certificate pilots will have silver pegs
"B" certificate pilots will have gold pegs
Red pegs denote those pilots with permission to fly solo without a BMFA Achievement Award (pre 1 June 2000)
 - c) Fixed Wing pegs will have no additional marking other than frequency.
Helicopter pegs will be marked with a letter 'H'.
 - d) No member shall switch on a radio control transmitter or receiver without having the appropriate peg attached to the Club peg board.
 - e) The use of 2.4GHz is permitted and encouraged, but members will be required to display an official 2.4GHz peg on the pegboard.
 - f) Members using 35MHz or 27MHz are required to indicate the frequency they are using by displaying the appropriate pennant on their transmitter and the appropriate peg attached to the Club peg board in the appropriate space. The peg should be removed when the member is not flying.
 - g) Adjacent 35MHz frequencies should not be used for normal flying activities but can be used at competitions at the discretion of the Competition Director.
 - i) All 35MHz transmitter aerials must remain retracted unless the model is being flown.
- 15. FAIL SAFE.** If a transmitter has a fail-safe capability, it must be used to at least close the throttle.
- 16. SIGNING IN.** All members visiting Folly Farm must sign-in before arrival at the field by sending an appropriate email to rcflyingtoday@gmail.com
- 17. FLYING TIMES.** Flying days and times for all flying models at Folly Farm are: Monday to Saturday – 9am to 8pm, Sunday and Bank Holidays – 9.30am to 6pm.
- 18. HELICOPTERS.** Helicopter flying is permitted at Folly Farm flying site subject to the following conditions:
- a) Helicopter pilots must hold a minimum of a BMFA "A" Certificate of Achievement (Helicopter).
 - b) Helicopter flying is only to take place with the agreement of other pilots and when no other flying is taking place.
 - c) Helicopter instruction is not available.
- 19. LARGE MODELS**

- a) Large Models (defined as those which are powered by I/C motors of more than 45cc capacity and weigh between 7Kg and 20Kg without fuel but including any article or equipment attached to aircraft at the commencement of flight) may only be flown by members holding an appropriate BMFA 'B' Certificate of Achievement. When a large model (as defined in these rules) is flying, no other models will be permitted to fly at the same time.
- b) Large models must be flown at least 50 metres clear of persons (this may be reduced to 30 metres during take-off and landing)
- c) Large models must only be flown to the north of the flying strip
- d) Models weighing more than 20Kg are prohibited.

20. PETROL ENGINES. Members operating models fitted with petrol engines must provide themselves with an appropriate fire extinguisher.

21. GAS TURBINES. Members operating fitted with gas turbines must conform to the same rules as for Large Aircraft above. In addition:

- b) An appropriate fire extinguisher must be available in close proximity at all times during the operation of a gas turbine.
- c) Gas turbine models are not to be flown when the crops are dry and ready to harvest.
- d) Members are recommended not to stand at the side or directly behind a turbine during the starting process.
- e) Members are advised to have a spotter when flying, bearing in mind the proximity of full size aircraft at times.
- f) When a Gas Turbine powered model is flying, no other models will be permitted to fly at the same time.

22. DRONES (MULTI-ROTORS)

Drone (Multi-Rotor) flying is not permitted at Folly Farm.

23. FIXED-WING FIRST PERSON VIEW (FPV). Fixed-wing FPV flying is permitted at Folly Farm subject to the following conditions:

- a) Under FPV conditions pilot must be accompanied by a competent observer who maintains direct unaided visual contact with the aircraft sufficient to monitor its flight path in accordance with the conditions below.
- b) The pilot and observer must use a buddy box system with the observer using the master transmitter.
- c) Both the pilot and observer must hold a fixed-wing BMFA "A" Certificate of Achievement.
- d) The take-off weight of the model must not exceed 3.5Kg, including batteries or fuel.
- e) The height limit is 1000ft.

- f) Models under FPV must not be flown within 50 metres of any person (other than the pilot and observer) or within 30 metres of any person (other than the pilot or observer) during take-off or landing.
- g) The competent observer must stay directly adjacent to the pilot and maintain direct unaided visual contact with the aircraft at all times, to monitor visually and aurally the airspace for other aircraft and the take-off and landing area for any persons.
- h) The competent observer must advise if the aircraft is proceeding beyond the point at which he is able to monitor its flight path sufficiently to identify a risk of collision.
- i) FPV flying is only to take place with the agreement of other pilots and when no other flying is taking place
- j) If chairs are taken onto the flight line to facilitate FPV flying they must be removed when FPV flying is not taking place.
- k) Instruction in FPV flying is not available.

24. FLYING AREA AT FOLLY FARM

- a) All I/C and electric powered models INCLUDING GLIDERS AND ELECTRIC POWERED GLIDERS must be flown over the northern side of the mown take-off and landing strip whenever possible. Exceptionally, when the wind direction dictates, such models can be flown for short periods, i.e. when taking off or landing, over the southern side. In general, no model is to be flown over the Folly Farm access road or the Pits. Refer to the site map attached to these rules.
- b) Exceptionally, gliders and electric powered gliders, WHEN FLOWN ABOVE CIRCUIT HEIGHT / 150FT / TWO TREES ARE EXEMPT FROM RULE a) ABOVE AND MAY FLY IN ANY DIRECTION.

25. PITS AREA and DEAD AIRSPACE

- a) When not actively flying, Members will position themselves and their equipment in the mown pits area adjacent to the Club building.
- b) The pits area shall be at least 30 metres from the active runway. No I/C engines or electric motors are to be started or run in the pits area. A designated area has been provided away from the pits near the hedge where I/C and electric motors may be test-run. Models must be restrained with the propeller facing the hedge. Users of 35MHz radio **must** keep their transmitter aerials retracted when using this area. Refer to the site map attached to these rules.
- c) Under no circumstances shall models land or take off near or towards the pits area.
- d) After landing models shall not be taxied from the active runway toward the pits.
- e) An area of dead space containing the pits area, the car park and a safe pedestrian approach between the two must be maintained. The dead airspace is a segment of at least 90 degrees containing the above that extends for infinity and all flying should

take place outside of the dead airspace. No model should be flown within the area of dead airspace. **Exceptionally**, gliders and electric powered gliders may be flown in accordance with Rule 24b above. Refer to the site map attached to these rules.

- f) The area under the covered extension to the Club Shelter is to be kept clear in case it is required for sheltering models and members in bad weather.

26. FLYING CONDUCT

- a) No more than three fixed wing aircraft are to be flown within the circuit area at any one time. However, gliders (powered or otherwise) are permitted in addition provided they are flown well above and away from the circuit area.
- b) Any flying over the active runway must be in the designated landing direction. This avoids conflicting flight patterns over the active runway but does not prohibit other styles of flying away from it.
- c) Members must not fly in such a manner that is likely to endanger other members or visitors to the site.
- d) Pilots involved in "dead stick landings" as a result of an engine cut shall have priority for landing over all other R/C models. "Dead stick" is to be called clearly by the pilot.
- e) Pilots shall call "Take off" when they want to take off and "Landing" when they want to land. When landing, pilots will have priority runway use overall except pilots landing "dead stick".
- f) Faulty models must be landed immediately.
- g) The BMFA recommends that mobile phones are not taken on to the flying area.
- h) No smoking is permitted in the vicinity of inflammable fuels and materials.
- i) When starting an engine make sure the model is restrained and cannot move forward. Restraint is best done by either a helper or by some mechanical means.
- j) Members should only be at the flight line if flying, about to fly, training someone or there temporarily to assist with restraining a model. When flying, pilots should stand within the marked out "pilot box A" for take-off and landing westward. For take-off and landing eastward the marked out "pilot box B" should be used.
- k) No dogs are permitted at the flying field.
- l) Any incident involving a third party or another member must be reported to a member of the Committee as soon as possible.
- m) Members are recommended to avoid the use of linkage "stoppers" – using grub screws to hold against a metal control rod – on anything larger than a small foamie model.
- n) Electric motors must not be armed in the pits area. They should be armed only at the flight line and immediately before flight.
- o) All hand-launched models must be launched over runway.

- p) If entering the runway to retrieve a model, shout “on the patch” Any model approaching for landing should abort the landing.

27. JUNIOR MEMBERS

- a) No Junior Member under the age of 14 shall start an engine, carry a model or fly a model unless supervised by a responsible adult or the Junior Member holds the minimum of a BMFA Achievement Scheme “A” certificate and has been authorised to do so by the Club Training Officer.
- b) Children who are not Junior Members must be closely supervised at all times and must not be allowed to run around the pit area or take-off/landing strip

28. FIELD MAINTENANCE. The Committee is to ensure that the take-off and landing area at the Club flying site is maintained at all times to a high standard such that models can be operated effectively and safely from the area. If and when required, members are requested to assist with working parties.

29. RESPONSIBILITY AND DISCIPLINE

- a) Every member is responsible to the Club to ensure that by his behaviour he or she does not jeopardise the use of the Club flying site for other members.
- c) Any member has the power to act should they think that any other member is breaking the rules. Any complaint should be reported to the Hon. Sec. in writing, as soon as possible.
- d) The Club has use of the Folly Farm flying site only while good relations are maintained with the landlord and other neighbours in the surrounding villages. In order to keep the flying site, it is expected that everyone who uses it does so sensibly, quietly and safely.
- e) The Committee shall have the right to expel or suspend any member of the Club in cases of misconduct or intentional breach of the Club Constitution or Flying Rules. Such a decision will be communicated in writing to the person or persons concerned.
- f) Any member expelled or resigning from the Club shall forfeit all subscriptions paid in the current year.

30. CAR PARKING AND ACCESS TO THE FLYING SITE

- a) Vehicles must be parked on the grass verge on the northern side of the Folly Farm access road facing towards Hardwick Village and east of the easternmost coloured fence marker indicating access to the field opposite to the Club flying site. Parking on the “stone filled” turning area is prohibited. The no-parking area may be extended when baling and cutting is in progress.
- b) Members should drive slowly along the Folly Farm access road in anticipation of coming across other members of the public at any moment or of startling a horse and its rider unnecessarily.
- c) The gate to the flying site should be closed at all times when flying unless being used for access/egress.

- d) If you have a large vehicle, avoid parking adjacent to the tree on the Southern side of the access track.

31. SECURITY. The lock to the flying site gate should be placed at the bottom of the Frequency Board when flying is taking place and the gate securely locked by the last person leaving the site. The person securing the Club Shelter must ensure that the inside bolt is across on the lower shelter door, that the hasp on the bolt to the upper door is down and that the padlock is through the hasp and locked.

32. FIELD ETIQUETTE DURING HAY CROPPING SEASON (Usually 2 weeks in late June – early July)

- The hay crop is a valuable source of winter feed and there is a limited weather window in which to get it cut, dried and baled.
- Before it is cut, please do not wander in the long grass and flatten it, as you are potentially spoiling some of the crop.
- If you lose a model or part of, in the un-cut grass, let the Committee know to forewarn those cutting it, but do not trample through the grass looking for it.
- Make sure that the access on the lane is clear and park well clear of the road; do not impede access to the field opposite.
- When our field is actually being cut, there are very limited opportunities for flying without interfering with the process.
- When it has been cut, it is turned several times to allow it to dry and left in neat rows ready for the baler; please do not trample through the rows and spread it.
- Farm machinery is dangerous; when the hay is being cut or turned, make sure that you are well clear of the tractor in advance and that models, chairs tables, etc. are tucked in tight to the shelter so they are not in the way.
- Do not stand in front of the tractor waiting to see where it is going, the operator may not see you. Hay making is always against the weather 'clock', so please respect this.

A&DMFC
September 2023