



## Weston Model Flying Club

### **Chairman's Introduction**

Thank you for joining or rejoining Weston Model Flying Club. I would like to take this opportunity to welcome you, and share with you some club history and draw your attention to some rule changes.

The Weston Model Flying Club started life as the Westland and Weston District Model Flying Club that had been in existence for many years and was originated by the staff at Westland Helicopters on Winterstoke Rd, Weston Super Mare. The club has approximately 80 members each season and fly both fixed wing powered aircraft and helicopters, either by i.c. power or electric power. Our members come from a wide cross section of the local community including young people, unemployed, retired and disabled people within Weston Super Mare and surrounding areas

Amongst the club members are instructors willing to train beginners in flying and safety aspects of model flying up to a standard where the pupil can be assessed by a Club BMFA examiner and gain an "A" certificate to allow them to fly without the supervision of an experienced pilot. The newly qualified pilot is then encouraged to progress and gain higher qualifications, which will then allow the pilot to fly in competitions and at public events.

Whilst being a Club member for a number of years, I have seen the Club maintain its enthusiasm and its membership levels during this time. The Club caters for and attracts the sports flyer on the whole and it provides a fun and sociable environment for all age groups, seven days a week.

This has not just happened. Club members have put in a lot of their free time and hard work to make the Club a fun and safe place to be.

With this letter you will receive the Club General Rules and Flying Field Rules to give you safe model flying procedures. Also included is a site map defining flying areas and a sample Safety Check List. To new members we shall also be issuing the latest BMFA rulebook when your BMFA memberships are issued via the Membership Secretary. Please ensure you receive it when you receive your BMFA Membership.

Please take the time to read and understand all the information contained, as it will be beneficial to both you and your fellow flyers.

Please remember safety is your responsibility.

Happy Flying

A handwritten signature in black ink, appearing to read 'M. A. ...', is written over a light blue horizontal line.

Club Chairman



# Weston Model Flying Club

## FLYING FIELD RULES

The Club is affiliated to the BMFA this means we must abide by their recommendations. The following recommendations add to our rules and are for use at the flying field at Wick St Lawrence. They have been evolved over a number of years and we ask you to read through them. If there is anything, which is not clear, do not hesitate in asking the advice of any Committee member, they will be only too pleased to help. **Please keep to the site rules and fly quietly and safely.**

### **1. Driving.**

On entering Duck Lane and Warth Lane which it joins, please drive carefully. It is the main access to two farms and you are liable to meet livestock in the lane. Give way to them as necessary. There is a speed limit of 20mph - do not exceed it.

### **2. Parking**

After driving carefully down the lane you will come to a cattle grid. Drive over it and park on the parking area on the right hand side. Make sure you do not block the road. If the car park is full, parking on the grass further down is permitted but it may be worth your while to keep the drive wheels of your vehicle as near to the road as possible where the ground is firmer. The car park area is clearly marked on the site map; please don't park too far up the East side (left hand side as you face the field) where the models may be required to over fly.

### **3. Access to the field**

Before entering the field, make sure it is safe to do so. Access to the field is via a footbridge over the ditch. Whilst The Club has made every effort to ensure its safety, you use it at your own risk and the Committee and Club do not guarantee its integrity.

### **4. Frequency control**

Do not switch on your radio control equipment without first checking that it is safe to do so. We operate a pegboard frequency control system. You do know your channel number don't you?

Make sure that you have the means to hold your current membership card in position on the pegboard; an ordinary clothes peg is the norm, marked with your name and frequency number. Go to the pegboard and check that nobody else is using your channel. If it is unused attach your membership card over your channel number using your peg. Then and only then can you switch on your radio transmitter. 2.4 ghz users must attach their pegs with cards on the top of the board.

You may find that your channel is being used and this will be indicated by a membership card and peg already in position. Find out who the pilot is who is using the same channel as you. If they happen to be flying, do not interrupt them but wait until they have landed. When they have finished their flight ask them to free up the channel by removing their peg then you can claim the channel. Then and only then can you switch on. Failure to observe this procedure may result in crashed aircraft.

*It should be noted that should you be guilty of "shooting down" an aircraft by switching on your transmitter when you don't have the frequency channel it is reasonable for the other pilot to be compensated by you for your mistake.*

Remember that you are sharing a channel and keep your flight to a reasonable time. On completion of the flight, offer the channel back to the other pilot.

### **5. Pits**

Take your equipment to the pits area. Make sure that when you set it down you are not getting in the way of pilots already there. Leave plenty of room so they and you can easily get around the aircraft to do any necessary adjustments. All aircraft shall be sited around the perimeter of the pits, suitably restrained and with propellers pointing outward. Turbines to have exhaust/Thrust pointing outward due to very high temperatures

### **6. Flight Line and Pilot Boxes**

Before Flying agree a Flight Line and Pilots box with your fellow flyers

Remember a Flight Line is an imaginary line normally parallel to the wind direction with the Pilot Box situated on the line towards the take off end. You will see from the plan that there are a number of Pilot Boxes cut into the surround of the flying patch; only one Pilot Box is to be used.



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## 7. Flying

Take off, all flying manoeuvres and landing for fixed wing aircraft should be from a minimum of 20 meters or 25 paces forward of the flight line. After take off, pilots should ensure that they move into the Pilot Box whilst flying. For helicopter pilots, a flight line should be established halfway across the field away from the pits. No pilot should fly behind the flight line or in the no fly zone. Fixed wing and helicopter pilots should not fly together. The relevant Pilot Box should be established by the first 'A' certificate (or higher) pilot to use the flying field on the day.

## 8. Helicopters and Fixed Wing Flying

In our Club's experience, mixed flying can unnerve even the most experience pilots. It's with this in mind that we recommend flying slots where each discipline takes it in turn rather than mix the slots.

## 9. General

As a Reminder: -

- A maximum of 4 aircraft, whether i.c, electric, gliders, fixed wing or helicopter, are allowed in the air at any one time.
- There are specific distances, laid down by the Planning Authority, that we must not exceed when we are flying. These are specified in detail on the notice board. But to make it simple fly only in the immediate vicinity of the field and keep as far away from the village of Wick St Lawrence as possible.
- Do not buzz the lane and always avoid flying over the general public.
- Do not fly over the car park or pits. See site map.
- Do not fly noisy aircraft. They should be suitably muffled and comply with current BMFA recommendations.
- Always use fixed wing restraints in the pits. These can be found hanging by the notice board.
- Should you require the use of the first aid box, it is located on the left just inside the Clubhouse door. Should you make use of any of its contents, please replace it – you never know when you may need it again!
- Do not leave any litter on site – that also includes debris from crashed aircraft!

## 10. Helping Hand

For those pilots who share aircraft for training purposes at all levels or "just to have a go" please remember to ensure damage liability is clearly understood BEFORE taking control. We recommend this is clearly understood by every pilot each and every flight.

New members who need assistance with any aspect of the hobby are requested to ask advice from any member, this may not get you an immediate answer, but please bear in mind that existing members will certainly know who in the club are most familiar with the subject of query---in short just ask!!! (We have no crystal ball to tell us when a new member needs help).

The only exception will be the Club training aircraft where the Club accepts full Club model damage liability to the Club's own training models.

## 11. Finally

We hope that you enjoy flying at our field and as we said earlier these rules have evolved over many years. However, if you think that there is anyway that we can improve the site and how we make best use of it, do not hesitate to give your ideas to any Committee member.

Above all, remember to FLY SAFELY

Thanking you in anticipation of your co-operation.

***Your Club Committee.***

First Revision November 2001  
Second Revision November 2008  
Third Revision September 2010



# Weston Model Flying Club

## GENERAL RULES

### **1. Names and Objectives.**

The Society (hereinafter called "The Club" ) shall be known as Weston Model Flying Club. Its objectives are to promote, model aircraft flying in the Weston-Super-Mare area..

### **2. Officers.**

The Club will be governed by the following Officers:-

- a) The President
- b) The Chairman
- c) The Vice Chairman
- d) The Hon. Secretary
- e) The Hon. Treasurer
- f) The Membership Secretary
- g) The Social Chairman
- h) Safety Officers Sub Committee
- i) The Club Examiners
- j) One or more extra elected committee members

A quorum of two thirds of The Committee must be present before any decision is reached.

All Officers must have been full members for at least two calendar years before election.

### **Trustees**

1. The number of trustees shall be no fewer than two nor more than four.
2. The trustees shall hold office until death, resignation or removal from office by a resolution of members.
3. There shall be vested in the trustees all the property of the club other than cash and bank and similar accounts which will be under the control of the committee.

The trustees may deal with the property vested in them by way of sale, mortgage, charge, lease or otherwise as directed by The Club. Such direction shall be given by a resolution of the members of The Club passed by a majority of the members present at a duly convened meeting of The Club and when so passed shall, in favour of a purchaser, mortgagee, chargee, lessee or grantee be binding upon all members of The Club. A certificate purporting to be signed by the secretary for the time being of The Club shall in favour of those persons be conclusive evidence that a direction complying in all respects with the above provisions of this rule was duly given to the trustees.

### **Indemnity**

Except such loss as arises from their respective or wilful default, the trustees and members of the committee shall not be liable (otherwise than as members) for any loss suffered by The Club as a result of the discharge of their respective duties on its behalf, and they shall be entitled to an indemnity out of the assets of The Club and from all members of The Club in equal shares for all expenses and other liabilities incurred by them in the discharge of their respective duties.

### **3. General Meetings.**

- a) General meetings shall be held on a regular monthly basis
- b) The Chairman shall preside at all Meetings or in the absence the Vice Chairman. If neither are available a Chairman shall be elected by the Meeting.
- c) Extraordinary Meetings may be called at the discretion of the Chairman, Hon. Secretary or Hon. Treasurer
- d) True and accurate records shall be kept of all Meetings.
- e) The Committee shall have the power to co-opt non-voting committee members.
- f) The Committee shall have the power to create subcommittees to arrange social events, competitions etc.
- g) If an elected Officer shall be absent from three consecutive Meetings he/she may be asked for an explanation and if this is not satisfactory to the Committee he/she shall be deemed to have resigned.

### **4. Finances.**

The Treasurer shall be responsible for banking all moneys received and for payment of accounts. Cheques to be signed by any two of the following Officers:- Chairman, Hon. Treasurer or Membership Secretary. Two Hon. Auditors will be appointed to approve the Annual Accounts.



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## 5. Lease

The treasurer shall make provision in The Club's funds for an amount equal to five years rent assuming rpi runs at 5% per annum. This amount shall be used solely for the payment of rent. This said amount shall reduce only during the last four years of the lease when an amount equal to the remaining total estimated rent shall be held in the Club's funds.

## 6. Annual General Meeting

- a) Officers, Hon Members and Auditors shall be elected annually at the A.G.M. which shall be held in November.
- b) Notification of the A.G.M. or any Extraordinary Meeting shall be given to all Members at their current known address at least 14 days prior to the Meeting.
- c) The Treasurer shall present at the A.G.M. a balance sheet of the audited Club Accounts.
- d) General Rules may be amended at the A.G.M. or at an Extraordinary Meeting convened just for that purpose. Any proposed changes to the rules are to be advised not later than at the monthly meeting prior to the AGM or included in the announcement of an EGM.
- e) Any alterations or additions to the General Rules must be passed by a simple majority of members present who are eligible to vote. There must be a quorum present of 15 eligible members.
- f) Subscriptions for the following year shall be decided at the A.G.M.

## 7. Membership

- a) Membership will run from 1<sup>st</sup> January. New applications will be subject to approval by the committee.
- b) The current subscription must accompany all membership applications.
- c) Membership of the BMFA and their Insurance Scheme is compulsory for all Members. If membership is deemed detrimental to the Club, membership can be refused without any reason given.
- d) No member in arrears shall be permitted to use the Club or its facilities and not allowed in any Club event. All committee members must be paid up members.
- e) New members applying to join after 1<sup>st</sup> November will have their subscriptions cover them for the following year.
- f) Prospective new members and guests are allowed to fly at the site for a maximum of three days in any given year, after which they must join and become fully insured Members. During the initial three visits they must be personally supervised by a competent Club Member who holds at least a BMFA "A" Certificate.
- g) While on Club premises children are the responsibility of their parent or guardian, vulnerable adults are the responsibility of their carer, and must be accompanied by the relevant parent, guardian or carer.
- h) Under no circumstances should any club member supervise children or vulnerable adults without the presence of the relevant parent, guardian or carer who must be present at all times.
- i) A half yearly membership will be open to all new members from the first of July to the end of the year. Full BMFA insurance will be required. A new member is defined as a person who has not held full membership during the previous two years.

## 8. Disciplinary Procedure

- a) The Chairman, Hon. Secretary or Hon. Treasurer shall have the power to order the withdrawal from Club function any member who misconducts\* him/herself and such member shall be suspended from all Club activities until summoned to meet the Committee at the earliest possible date.
- b) A member can be asked to cease flying if he/she is flying in a dangerous manner.
- c) Any dangerous flying must be reported to the Committee and the Committee shall have the power to reprimand either verbally or in writing; suspend for a period to be agreed by the Committee or terminate their membership.
- d) The offending member/members may be asked to explain to the committee their actions before the decision of the committee is made. In order for a decision to be reached, a quorum of two thirds of The Committee must be present.
- e) A suspended member shall not be entitled to use any of the Club's facilities but shall remain liable to pay his/her subscriptions.
- f) Complaints must be raised with The Committee within two weeks of the incident taking place.

\* Misconduct includes vandalism, antisocial and abusive behaviour, malicious damage, theft and any action deemed detrimental to The Club.



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## 9. General Flying Rules.

- a) All Members must comply with Article 51 of the Air Navigation Order which states – “A person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property.”
- b) All flying activities must comply with the current Club rules, DOE Noise Code and Operational Guide for general flying as published by the BMFA in their current handbook.
- c) Pilots must hold at least the BMFA “A” Certificate of Competence to fly fixed-wing models unsupervised. If this minimum grade has not been obtained they can only fly when personally supervised by a qualified Club Member.
- d) The Safety Officers and / or their nominees will check the progress of novice helicopter fliers, and if they are satisfied, will allow the pilot to practise hovering manoeuvres alone below 10’3 metres altitude. No more than two such novices will be permitted to fly at any time. For manoeuvres beyond hovering the novice must seek permission from a competent helicopter pilot and safety officer. He/she must have the relevant section of his/her training guide signed.
- e) Members must comply with any reasonable request to have their models inspected by a Club Safety Officer or Club Member at the request of a Club Safety Officer.
- f) Safety Officers of the Club are empowered to ground a model as they see fit. Any such model shall remain grounded until the Safety Officer is satisfied with the model’s airworthiness.
- g) Please enter details of any personal injury accident in the Club’s Accident Book. Members should also familiarise themselves with the use of fire fighting equipment and the fire drill which can be found in the Clubhouse.
- h) Mobile phones are not to be taken on to the flying field

## 10. Flying times

	Start Up time	Normal Stopping times
Weekday	10.15am	15 minutes before sunset
Saturday	10.15am	19.45 or 15 minutes before sunset if earlier
Sundays	10.15 am	19.45 or 15 minutes before sunset if earlier

First Issued November 1998  
Second Revision November 2000  
Fourth Revision November 2003  
Sixth Revision December 2005  
Eighth Revision October 2008

First Revision December 1999  
Third Revision November 2001  
Fifth Revision March 2004  
Seventh Revision December 2007  
Ninth Revision September 2010



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Flying limits are 200m to the North, East and South, with unlimited restrictions to the West.

There is a height limit of 400 ft.



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## Safety Check List

**Please Note: Should the Inspector ground the aircraft, rectification and a re-inspection MUST be completed before the pilot flies the aircraft**

<b>Date</b>		
<b>Club Inspectors Name</b>		
<b>Pilots Name</b>		
<b>BMFA Membership Number</b>		
<b>Model Type</b> <span style="float: right;">Plane / Helicopter / Glider / Other</span>		
<b>Model Description</b>		
<b>Airframe</b>	<b>Checked</b>	<b>Observations and Recommendations</b>
General Covering Condition		
Undercarriage & Wheels		
Clevis & Keepers		
Push Rods / Snakes / Closed Loops		
Moving surfaces		
Hinges		
Damage		
correct centre of gravity		

<b>Propulsion</b>	<b>Checked</b>	<b>Observations and Recommendations</b>
IC Engine / Electric Motor mounting		
Fuel System / Pipe work / Exhaust		
Propeller / Rotor Blade Condition		
Spinner size and condition		
Other		

<b>Radio</b>	<b>Checked</b>	<b>Observations and Recommendations</b>
Radio installation		
Secured Crystal		
Servos mounting		
Wiring Condition		
Aerial Routing		
Aerial Condition		
Fail Safe Test (PCM)		
Range Check		
Battery condition / Charge State		
Other		

<b>Model OK to Fly?</b>	<b>Yes / No</b>
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