



Club Constitution and Flying Rules

Amendment Record			
Version	Date	Details	Authorised by
Previous versions not numbered			
2.0	June 09	Various details re frequency control and revised definition of the Test Flight.	Club Committee
2.1	Nov 10	Pits area and parking arrangements	Club Committee
2.11	Feb 11	Removal of models from pits area.	Club Committee
2.2	July 11	Revised Layout with new Cabin Location	Club Committee
2.3	Oct 11	Revisions to club constitution	AGM 2011
2.31	Oct 11	Updated site layout	Club Committee
2.5	Dec 11	Updated web site and site layout	Club Committee
2.6	Dec 13	Updates to flying rules	Club Committee
2.7	Jun 18	Wood Bevington flying field	Club Committee
2.7.2	Jul 18	Final Edits and Publication	Club Committee
2.7.4	Oct 18	Modifications to visitor details in flying rules	Club Committee
2.7.5	Oct 31	Minor adjustments to document content. Update to site plan.	Club Committee
2.7.6	Dec 18	Removed reference to Air Ambulance	Club Committee
3.0.0	Jan 24	General update	Club Committee
3.1.0	Apr 24	Added requirement to demonstrate competency to committee member. Updated visitor rules.	Club Committee

Contents

Welcome to Avonvale MFC	3
Constitution	4
Flying and Safety Regulations	6
Large Model Aircraft	8
Helicopters	8
Gas Turbine Aircraft	8
The Test Flight (Going Solo)	8
Access to the Flying Site	9
Flying Site Layout – Club Strip	10
Proposed Flying Area	11

Flying Times	11
Appendix A – AMFC Policy on the Protection of Children and Vulnerable Adults	12

Welcome to Avonvale MFC

Dear Member,

We extend a warm welcome to you from the *Avonvale Model Flying Club*, and hope that your membership is a long and enjoyable one.

We do not have many rules and regulations. However, due to the proximity to neighbours and adjacent road, these rules are for your and others safety and the Club's continuing existence.

We ask that you keep this document in a safe place and carefully read the following Handbook, thoroughly familiarising yourself with it. Included in the handbook is a diagram map, showing the location of our flying site, which is situated near the village of Broom. You should study this in conjunction with the Flying and Safety Regulations. This Club is affiliated to the British Model Flying Association (BMFA) which requires that all club members are also members of the BMFA or the Scottish Aeromodelers Association (SAA). You will appreciate therefore that each and every member is fully insured through that organisation. This will already have been dealt with at the time of your application for membership. You will in due course receive from the BMFA a member's handbook. This handbook should also be carefully read, particularly in relation to all matters of safety. **It is a condition of joining that you are expected to have read both the BMFA and Club Handbooks and therefore able to fully comply with their requirements.**

The Flying site is available for flying as shown in the flying hours section.

We have an active committee who meet every three months. Dates and venues are published on the website. If you feel you wish to contribute further to your sport you are more than welcome to attend. It is best to call before a published date in case timings or locations have changed at short notice.

Safe Flying!!

The Committee

Avonvale Model Flying Club

Constitution

1. The Club will be called The Avonvale Model Flying Club.
2. The primary object of the Club is to organise radio control model flying on a suitable site for the benefit of the membership. In addition, the Club may organise such events as the membership request.
3. The Club shall be run on democratic principles with the Chairman having the casting vote at both Committee and General Meetings.
4. The Club Officers will consist of a Chairman, Vice Chairman, Secretary, Treasurer, Membership Secretary and a maximum of five Committee Members. These officers will be elected at each Annual General Meeting and nominations for any position should be forwarded to the Secretary suitably proposed and seconded by full Club Members not less than 14 days before the AGM.
5. An Annual General Meeting will be held during October to approve the Officers, Committee, fix the fees and subscriptions, approve a set of accounts for the previous year and generally give guidance to the new Officers and Committee about how they wish the Club to be run for the following year. All members will be notified in writing, of the time, date and venue of the AGM.
6. Subscriptions are due in December each year and members who have not paid by the 31st December will be deemed to have ceased their membership and will no longer be entitled to any benefits or privileges of membership (except in extreme cases of hardship, at the Committee's discretion). All persons paying after 31st December must pay the joining fee. Persons joining part way through the year will be subject to the "new membership" sliding scale. Junior members (under 17 years of age) do not have to pay any membership fee.
7. Persons applying for membership, must complete the approved Club Application Form and be prepared, if necessary, to attend a Committee Meeting. It is a condition of membership that new members are treated as novices regarding their flying ability until they prove competent to fly (refer to "Flying and Safety Regulation")
8. One of the duties of the Officers and Committee is to maintain the "Flying and Safety Regulations" in a suitable form, and any person accepting membership will be deemed to have accepted all clauses of these Regulations and this Constitution.
9. The Committee and Officers at a duly formed Committee Meeting have the authority to cancel the Membership of any Member.
10. The Officers and Committee are empowered to act on behalf of the Club in any relevant matters and reach whatever agreements, leases, licenses or any other arrangement that they deem necessary.
11. The Officers and Committee may call an Extraordinary General Meeting any time by giving the Membership 14 days' notice in writing, stating the time, date and venue. Ordinary Members may request an EGM provided they give to the Officers a petition stating clearly why the EGM is requested, and the petition has been endorsed by a minimum of 20 members, or a third of the membership, whichever is the lesser. Upon receipt of such a petition the Officers must call an EGM within 28 days, giving the Membership 14 days' notice in writing stating the venue, date and time.
12. By accepting membership of the Club, all persons shall jointly and severally share all liabilities, monies and assets for which the Club is liable at law or is fortunate to possess. In case of the Club being held legally liable for damages to a Third Party, the

total membership on the date and time of the incident are those who must bear this liability in equal parts. However, since the Club became affiliated to the British Model Flying Association, each and every member is required to become a member of the Association, thus becoming insured against Third Party liabilities including Member to Member liability.

13. If there is any requirement to modify this Constitution the amendment must be properly presented and signed by a proposer and a seconder. It should be forwarded to the Officers not later than 14 days before an AGM or EGM. To amend the Constitution the Meeting must show a majority of two thirds to adopt any amendment.

14. A Committee Meeting must have present at least three Officers and two Committee Members to form a quorum.

15. Should it prove necessary to terminate the activities of the Club this can only be done through an AGM or EGM.

Flying and Safety Regulations

1. Access to the flying site will be via the High Street, Broom, from the East, or Dunnington village/A4088 from the West, and the single track driveway to the flying site (More details in Access to Flying Site). There is a speed limit maximum of 20mph when accessing the flying site, this is to protect dog walkers and Ragley Hall personnel.
2. Cars must be parked in the designated area
3. Flying times should be adhered to at all times throughout all seasons of the year
4. Members will only fly from one of the designated pilot's areas, within the approximate airspace shown on the map attached to these regulations. The choice of pilot box location should be made considering conditions on the day and the requirements of other pilots during the flight. Please note that you must avoid flying over or behind the pits area and members must always be within verbal communication of fellow pilots who may be flying at the same time.
5. Only radio-controlled models using legal 35MHz or 2.4GHz frequencies may be flown.
6. Members using the 35MHz band must display their frequency number on a pennant from their transmitter. Members using 2.4GHz must display their membership card on their person or on their flight box. Remember no membership card, no fly.
7. Effective silencers must be used to meet BMFA regulations, so that models do not create a noise nuisance.
8. Members must use the designated pits area to start IC engines and connect batteries. All models are to be restrained during start up and are not to be left running unattended.
9. On arrival at the flight line, permission to take off from pilots already at the flight line **must** be sought and approval given **before** taking off. If you are asked to wait then you must respect the wishes of active pilots until they give you explicit permission to take off. **Under no circumstances** should you take off without first having been given permission to do so. Do not be offended if permission is not granted – there may be a very good reason why.
10. Members must not allow models to take off behind any other member standing on or at the flight line. This will be strictly enforced in the interests of safety. All models must either be carried or restrained, preferably by another member, when moving between the pits and the take-off area. Models must never be taxied, unrestrained, either towards the take-off area or on return to the pits. All models should be taxied to and from the flight line on the opposite side of the approach to that of the current pilot's box avoiding the need to approach active pilots from behind where they cannot see you.
11. When more than one person is flying at the same time, pilots should fly agreed circuits to suit the wind direction unless they all agree otherwise.
12. All landings are to be called out clearly by the pilot and should be verbally acknowledged by any other pilots present on the flight line if possible. Dead Stick and Emergency landings always take priority on the flight line.
13. On landing, aircraft should not be taxied towards other pilots.
14. When fetching models that have come to rest some distance from the flight line, the transmitter should be left "on" at the flight line in the care of others, thus minimising the

likelihood of interference to other members' models. This precaution is not necessary for 2.4GHz equipment.

15. No 3D aerobatics such as prop-hanging etc. should be performed within 30m of other pilots on the flight line. If a member is performing such manoeuvres, then please wait until their flight is completed before approaching the flight line.

16. Visitors to the Club must obtain permission to fly from a Committee Member and pay the prescribed daily flying fee of **£10.00**. Visitors will be expected to successfully complete the club's competency test, being examined by a committee member if they want to fly solo, otherwise they must be accompanied by a full member who is responsible for their conduct at all times. Visitors must provide **proof of current BMFA membership** (or equivalent, appropriate insurance cover) before being allowed to fly.

17. Any instructions issued by Ragley Hall staff must be obeyed immediately without argument. Members are not entitled to undertake any negotiations on the Club's behalf with anyone, and any incident must be reported immediately to a Committee Member.

18. For the benefit of the Club, the Officers and Committee will strictly enforce these Safety Regulations. In the event of serious unsafe flying behaviour any two Officers and/or Committee Members are empowered to suspend any Member until the matter has been considered by the Committee.

Large Model Aircraft

1. For Club purposes a large model aircraft is defined as any model which exceeds 7kg without fuel.
2. The model must be carried or restrained on the way to, and back from, the flying area.
3. The model must be fitted with a failsafe device which in the event of radio failure, reduces the throttle control to tick-over or preferably cuts the engine.
4. Models of 20 kg or more must not be flown without prior consent of the Committee. The model must have a CAA Exemption Certificate and may be flown provided a copy of the certificate is available for inspection at any time. Construction of such models and subsequent procedures for documentation are supervised and controlled by the Large Model Association.

Helicopters

1. Helicopters should be flown at a safe distance from other flyers and their vehicles.
2. The flying site for helicopters should be agreed with the fixed wing flyers present on that day, and the helicopters should be carried to and from that position.
3. Helicopters may fly with fixed wing aircraft in the main flying area provided that the pilot is competent to fly the circuit.

Gas Turbines

The following rules are based upon the joint BMFA/JMA joint safety code.

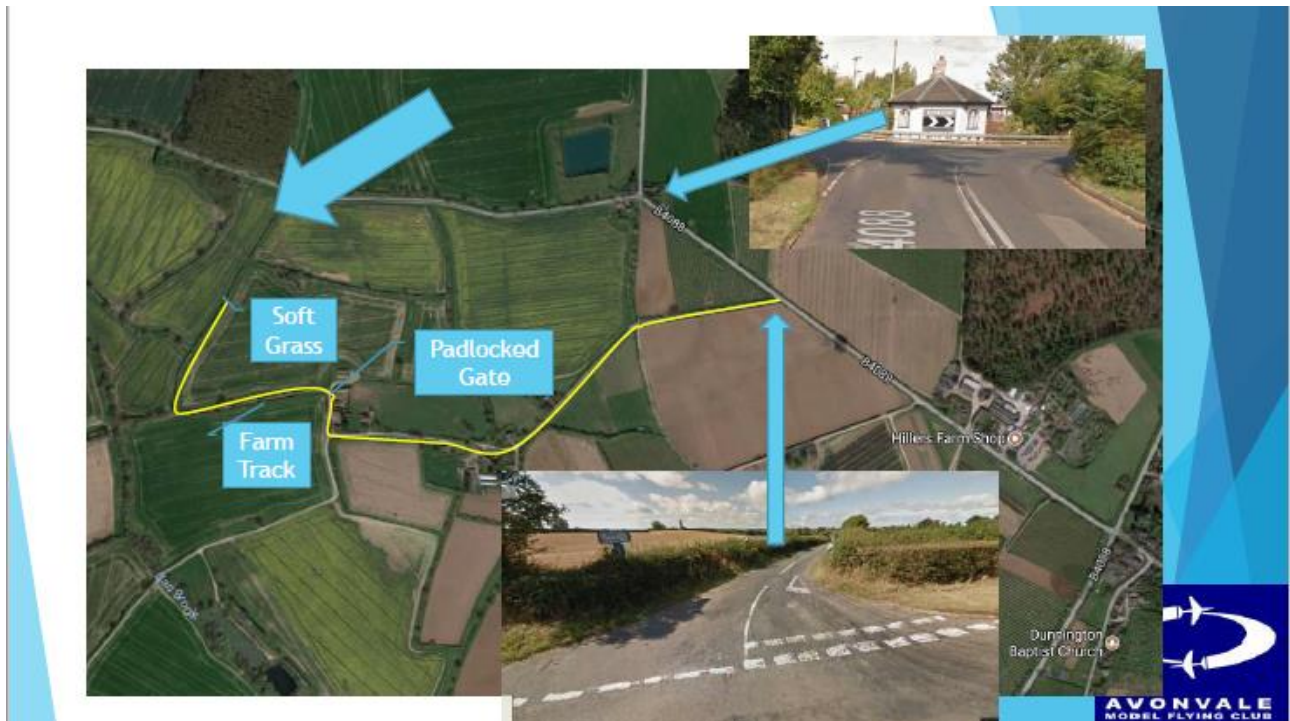
1. Always be aware that the impeller rotating at extremely high revolutions, could let go with disastrous results if the blades flew out of the airframe.
2. On start-up, the tail pipe must always be positioned down-wind and away from spectators and vehicles.
3. The model must be carried or restrained on the way to, or back from, the flying area.
4. All pilots proposing to fly gas-turbine-engine models must hold, as a minimum, the BMFA "B" Certificate for fixed wing aircraft.
5. The start-up box, or area, for turbine equipped aircraft, must be 5 metres or more away from other models and cars.
6. A fire extinguisher must be on hand and ready to use for turbines. No fire extinguisher, no start up under any circumstances.
7. The pilot must have a helper, or wingman, who is familiar with the start-up sequence and who can use the extinguisher if the need arises.

The Test Flight (Going Solo)

Before any new member, whether novice or experienced, will be allowed to fly solo at the Flying site, they must complete a basic competency test and demonstrate to a committee member that they can handle their model safely in situations that they could well find themselves encountering, when flying alone.

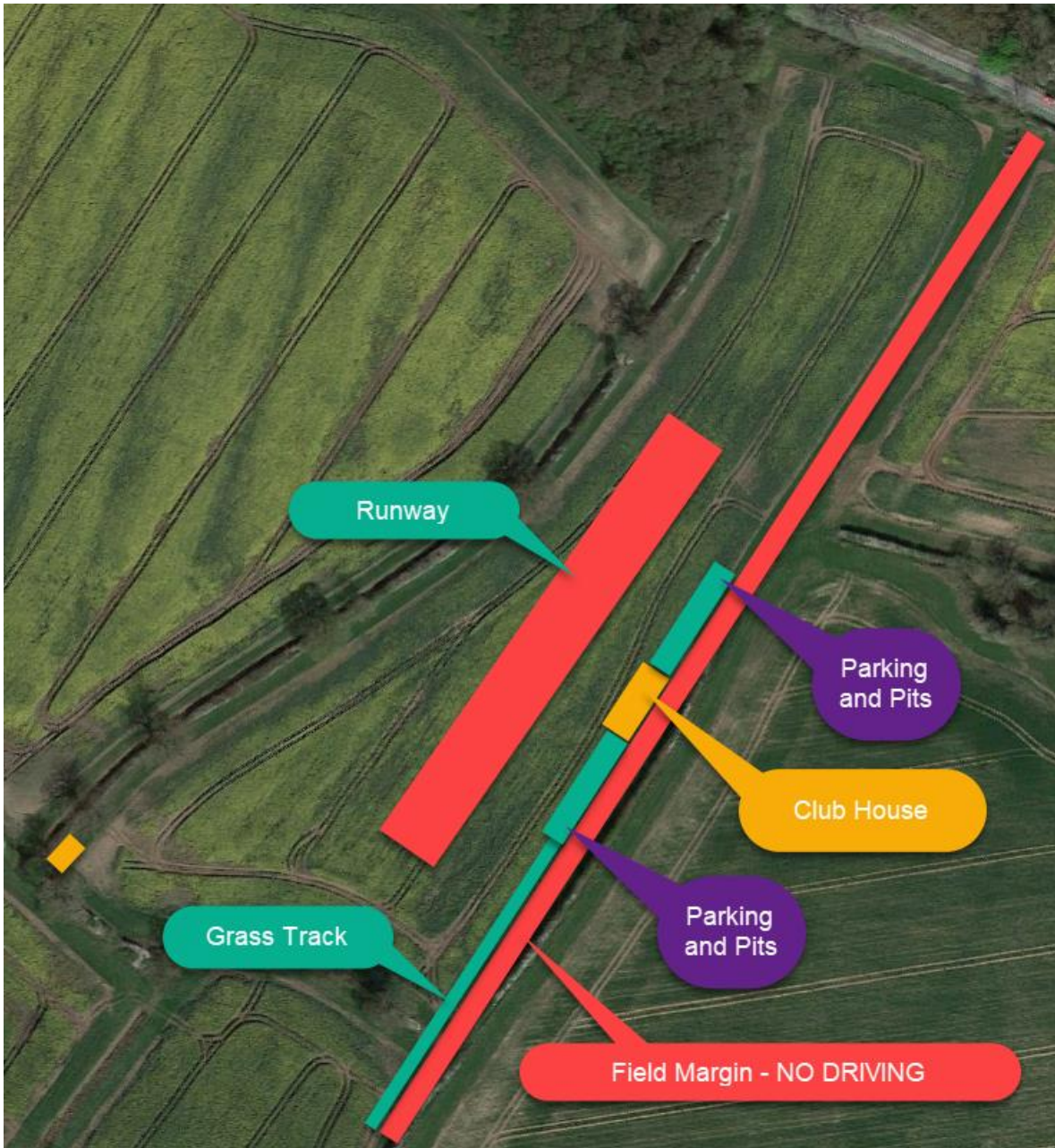
Access to the Flying Site

Access to the flying site will be via the High Street, Broom, from the East, or Dunnington village/A4088 from the West, and the single track driveway to the flying site. From the East, go through the village and just before the bridge over the A46, on the left there is a gated farm track. From the West, drive over the bridge to the A46 and as you come down the other side, the gated track will be on your right hand side.



1. This is a single lane track with a **Club enforced speed limit of 20mph**.
2. The entrance is gated with a coded padlock.
3. Leave the gate in the state you found it – Lock it if you are the last to leave
4. Follow the track until it passes under the road bridge.
5. Drive under the road bridge and up the other side and bear right.
6. The flying site is the next field along.
7. **Please be aware that dog walkers use this track and the fields adjacent to the flying site.**

Flying Site Layout – Club Strip



Proposed Flying Area



The map shows the general flying area indicated by green, which is where majority of the flying is done. Yellow outline extends the flying zone into the adjacent field. This should be used for landing approach. We want to keep the disturbance to our neighbours to a minimum. Yellow is for landing approach only.

Danger zone is the area behind the flight line, which is the pits and car park and should never be overflowed.

Flying Times

Quiet electric flight is allowed at any time. IC or noisy ducted fan electric is only allowed at the following times:

Monday - Friday	8 am -7 pm
Saturday	9 am – 7 pm
Sunday	10 am – 7 pm

No flying is allowed on Bank Holidays between April to August inclusive.

Appendix A – AMFC Policy on the Protection of Children and Vulnerable Adults

This policy is based on the guidance published by the British Model Flying Association (BMFA) and should be read in conjunction with the BMFA policy.

1. Avonvale Model Flying Club (AMFC) is committed to the care and welfare of Children and Vulnerable Adults.
2. Responsibility for children and vulnerable adults is shared between the parents, guardians or carers and the club members.
3. All members, parents, guardians and carers are to comply with BMFA and club policies and guidelines for the promotion of welfare and care of children.
4. A junior member is defined as being under 18 years of age.
5. A vulnerable adult is defined as a person of 18 years of age or over but through mental or physical attributes requires a higher level of supervision than would normally be required for an adult member.
6. People under the age of 18 years and Vulnerable Adults are accepted into AMFC only with written permission of their Parent or Legal Guardian.
7. Junior members or vulnerable adults will not be permitted to attend the flying site without the presence of their parent, guardian or authorised carer.
8. Junior members must be supervised at all times by a responsible adult. The level of supervision is to be commensurate with the junior member's age, maturity, capabilities and levels of experience.
9. A responsible adult is defined as a senior member or parent/guardian who has the clearance, experience, knowledge and training commensurate with the type and degree of supervision required.
10. No senior member is to be expected to assume responsibility for a child or a vulnerable adult unless he/she has been specifically requested to do so by the parent, guardian or carer. If required to do so, he/she is to assume complete and total responsibility for the child or vulnerable adult whilst he/she is in their charge.
11. Notwithstanding the requirements of the previous paragraph, should a member discover a child or vulnerable adult that is unsupervised then he/she must assume responsibility for that person's safety in the first instance. The situation should then be rectified as soon as possible by seeking out the parent, guardian, carer or nominated supervisor. Any instance of such an occurrence is to be reported to the club committee as soon as possible and a record made of the occurrence.
12. Junior members under the age of 14 years shall not start an engine or carry a model with the engine running unless they are supervised by a responsible adult.
13. No child or vulnerable adult shall undertake any activity which might place him or her at risk. In any event prior consultation with their parent, guardian or carer must take place if there is any doubt on the member's abilities to undertake a specific activity.
14. Whilst supervising children or vulnerable adults, members should avoid placing themselves in a position that could be open to misinterpretation or question in accordance with BMFA policy. Remember, the policy is there to protect you as well as children and vulnerable adults.

15. Should any member, parent, guardian, carer or the person themselves have concerns about the welfare of children or vulnerable adults then he or she is to contact the Club Secretary.
16. All members are required to respect the rights and dignity of children and vulnerable adults and to promote their welfare. Caring is largely a matter of common sense provided everyone is clear on what is expected of them and a few simple principles are adhered to. It is not a responsibility to be feared but is, nevertheless, essential if we are to ensure that we are to be a club that offers opportunities for all.
17. Photographs of Junior Members or Vulnerable Adults must not be taken without the permission of their Parent or Legal Guardian.
18. Any AMFC member accused of or suspected of inappropriate behaviour with a Junior Member or Vulnerable Adult will immediately be suspended from the club. Details of the incident will be referred to the appropriate authorities. The suspension will not be revoked until the matter has been fully resolved.