

# BRETONS MODEL FLYING CLUB

## RULES

### CONSTITUTIONAL RULES

1. That the club be called Bretons Model Flying Club.
2. That the aims of the club be to promote radio controlled and control line model flying.
3. That two senior members be elected by the members, prior to the Annual General Meeting, to act as auditors.
4. That the Annual General Meeting (A.G.M.) of the members be held during the month of November when the accounts shall be presented. The committee shall consist of chairman, treasurer and membership secretary (electable biannually on odd years), deputy chairman, secretary and other elected posts (electable biannually on even years), and may include up to five general members (electable annually). All nominations for the elected posts to be with the secretary seven days prior to the A.G.M.
5. That an Extraordinary General Meeting (E.G.M.) may be called at any time at the request of ten senior members.
6. That there shall be a minimum of ten senior members present at any general meeting to form a quorum.
7. That the committee shall have the power to make decisions in the running of the club, including day to day expenditure.
8. That there be a minimum of five committee members present at any committee meeting to form a quorum.
9. That membership will be open to seniors and juniors. (Juniors must be under the age of 18 and in full time education). Any junior member must be accompanied at all times by their parent or guardian and any vulnerable adult member must be accompanied at all times by their parent, guardian or carer, whilst engaged in any activity associated with Bretons Model Flying Club. Junior and vulnerable Adult members not to exceed 25% of total membership. That any person wishing to be elected to membership must be proposed by one senior member other than a committee member. Prospective members holding an 'A' or 'B' certificate to have their flying proficiency assessed by a club examiner before taking up membership. The prospective member and his proposer then to be interviewed at a committee meeting and a decision made by committee vote.
10. That the club maintains insurance cover against third party risks including individual member cover.
11. That all proposals affecting the Constitutional Rules of the club must carry a two-thirds majority vote at an A.G.M. or E.G.M.

### GENERAL RULES

1. Any member not complying with the club rules, codes of practice or guilty of misconduct will be liable to disciplinary action as outlined in the BMFC Disciplinary Procedure and Guidance Document.
2. The membership subscriptions to be determined at each A.G.M. and will be payable not later than January 1st. following the A.G.M. After this deadline membership will lapse, and you will not be permitted to fly until fees, including a rejoining fee, have been paid. Any member failing to comply with this rule will be liable to exclusion. All new members accepted for membership will be required to pay the current joining fee, as determined at each A.G.M.
3. Any member electing to resign from the club to give written notice to the secretary. Any member leaving the club without such written notice and subsequently applying to rejoin, would become liable for appropriate arrears.
4. All proposals for consideration at the A.G.M. to be received by the secretary by the end of August prior to the meeting. Any proposal not so received may be considered only at the discretion of the chairman
5. Notice of the A.G.M. to be forwarded by the Secretary to all members 21 days prior to the A.G.M. Notice of an E.G.M to be forwarded to all members 7 days prior to the E.G.M.

6. Open club meetings will normally be held on the 2nd. Thursday of the month. Special meetings may be held at any reasonable time at the request of ten senior members. The secretary to give notice at open club meeting, seven days prior to such special meeting.

7. The council to have the right to suspend flying for any reason at any time upon such notice as is reasonable in all the circumstances.
8. All reasonable instructions from the council regarding the use of the land shall be complied with. 8a. Parking of vehicles on site is allowed provided the following rules are adhered to.

#### BMFC rules

1. Vehicles must keep to the track at the rear of the buildings.
2. Barrier from the car park must be closed & locked immediately after entering/exiting the site.
3. Vehicles must park only in the club's grass car park.  
(Attention must be given to the condition of the car park area. If it is believed that vehicles will damage the grass, access restriction may be necessary).
4. Access to site is only authorised for key holders.
5. Maximum number of vehicles parking not to exceed 20 (Not including Blue Badge holders).
6. 'One strike and out' for disobeying rules, (parking on site privilege withdrawn for 12 months).

#### Council rules

1. All drivers must have received adequate training in the use of their particular vehicle and hold an appropriate current driving license.
  2. Vehicles must not be driven in excess of 5 m.p.h. and use hazard lights at all times.
  3. Due care must be taken whilst driving in any park or open space and priority must be given to pedestrians.
  4. Responsible steps must be taken to ensure that the area behind a reversing vehicle is clear from pedestrians
  5. No vehicles should be driven off road unless it has previously been agreed with an authorised officer.
  6. All accidents/incidents MUST be reported to the Parks Service immediately.  
(Tel: 01708 434743)
  7. Should the vehicle cause damage to a grass area the Parks Service must be notified immediately. The damage will be rectified and the cost of such reinstatement will be charged to the relevant contractor or those responsible etc.
  8. Should any vehicle be left unattended for any length of time the said vehicle must be locked and the keys removed.
  9. All loads must be secure with no overhang.
  10. Passengers in open backed vehicles must not travel on the outside of the vehicle.
  11. Radios must be kept to reasonable sound levels so as not to cause a noise nuisance.
9. Radio frequencies used for controlling model aircraft shall be limited to those prescribed in current legislation as issued by the responsible authorities.
10. The club shall not permit any activity which may result in nuisance, annoyance, inconvenience or damage to the council or the site.
11. The purveying of flight tuition (except the club trainer which is committee approved) in exchange for goods or remuneration is prohibited on any Bretons M.F.C. site.
12. It is strongly recommended that Instructors, both present and future, obtain Criminal Records Bureau (C.R.B.) clearance to permit them to instruct juniors and vulnerable adults.

#### FLYING SITE RULES

(F1) Any member acting or flying in a manner deemed to be dangerous or to the detriment of the club shall be instantly banned from flying for a period of 30 days by a member of the committee. The offending member to have the right of appeal to the committee. On any subsequent violation, the said member may be summoned before a meeting of the committee with a view to possible expulsion from the club.

(F2) There shall be a maximum peg/flight time of 15 minutes.  
(F3) There shall be a maximum of 6 aircraft in the air at any one time.  
(F4) All members using 35 MHz must display an orange pegboard bearing their name and crystal number with peg corresponding to their transmitter frequency. The pegboards to be placed in numerical order in the ground, parallel to and to the rear of the flight line, grouped in their respective frequencies. The peg of the first member to arrive on any particular frequency to be the only one used. Pegs to be returned to the pegboard when not in use.

No transmitter to be switched on unless the corresponding peg is actually clipped on to the transmitter.

In accordance with current BMFA guidelines this club does not require the use of a peg or board for the control of 2.4 GHz. However a board may be used for identification purposes at the members own discretion. Boards for 2.4 GHz, if used, to be black/square and grouped to the right of the orange pegboards.

(F5) The flight line to be a straight line parallel to the airspace in use. Models landing to have precedence over those waiting to take off. The pilot of the landing model to call out his intention to land on the down-wind leg.

(F6) No encroachment on to the runway while flying except when taking off or landing.

(F7) No "running-in" of engines near the flight line during flying periods. Only normal pre-flight adjustments to be made.

(F8) All models must:

(1) Conform to club code of practice noise limit of 82 decibels and hold an appropriate test certificate signed by an officer of the club. The club may require a model to be re-checked at any time,

(2) Be flown in a manner which does not constitute an annoyance to other club members, residents, or members of the public.

(F9) Any member learning to fly must be under the direct supervision of an Instructor and must conform instantly to his instructions and directions.

When signed off for all flight patterns / briefings to "A" Certificate or Basic Proficiency standard, they will be permitted to fly under the supervision of a qualified "A" Certificate holder. When they have qualified for the B.M.F.A. "A" Certificate of competence or the Basic Proficiency Achievement they will be permitted to fly unsupervised any aircraft appropriate to the qualification as stated in rule F20.

(F10) R/C flyers must fly with due care and attention to Control Line flyers.

(F11) Models to be flown only within the notified airspace for the flying field in use.

(F12) The flying site to be left free of litter/debris at the end of any flying session.

(F13) Any member approached with a complaint shall respond with courtesy and respect and refer the person to a committee member.

(F14) The pits area to be sited 40 metres from the centre of the path (to the east of the flying site) and to be parallel to the wind direction and may be a single or double line. Field boxes, batteries etc. to remain in the pits area.

(F15) Models to be launched into the wind from the downwind side of the take-off/landing area (subject always to the primary consideration of safety of the flight line / pits). The pilot then to take up position on the flight line.

(F16) At displays:

(1) Models to have made at least three recent, recognised as satisfactory flights, without modification prior to the event.

(2) Control line models to be subjected to a B.M.F.A. approved pull test.

(F17) All members are expected to contribute to the upkeep of the flying site.

(F18) Fail safe equipped radios must have the fail safe enabled and set to reduce engine speed to motor idle for I.C. models and to motor stop for electric powered models

(F19) No flying to take place when adjacent football pitches are in use.

(F20) Solo flying of fixed wing and single rotor aircraft (helicopters) over 1kg in weight is permitted by members holding a minimum of a BMFA 'A' certificate appropriate to the model being flown. Solo flying of multi rotor aircraft over 1kg with active auto stabilisation, or any aircraft less than 1kg with active auto stabilisation is permitted by members holding a minimum of a BMFA Basic Proficiency Achievement qualification.

(F21) The term "model" shall include flying machines up to but not exceeding 7 KGs. in weight (exclusive of liquid fuel) either un-powered or powered by rubber, electric motors or internal combustion engines. All models to be operated with a ground based method of control.

(F22) The term "glider" shall include electric-assist gliders.

(F23) Individual members shall be responsible for determining whether conditions are suitable for flying.

(F24) Safety: to take all reasonable steps to ensure the safety of club members and/or any other persons within the vicinity whenever flying takes place.

(F25) Mobile phones must be switched off whilst on the flight line or in the pits.

(F26) Smoking is not allowed in the pits.

(F27) The use of FPV systems for model operation is not allowed.

(F28) These rules may change at the discretion of the Committee.

## Flying Times

<b>Summer Flying Hours</b>		
Non IC	Mon-Fri	10.00 – Dusk
	Sat	12.00 – Dusk
IC Powered	Mon-Fri	12.00 – 20.00 or Dusk (whichever is sooner)
	Sat	12.00 – 20.00 or Dusk (whichever is sooner)
All types	Sunday	09.00 – 20.00 or Dusk (whichever is sooner)

<b>Winter Flying Hours</b>		
Non IC	Mon-Fri	10.00 – Dusk
	Sat	12.00 – Dusk
IC Powered	Mon-Fri	12.00 – 20.00 or Dusk (whichever is sooner)
	Sat	12.00 – 20.00 or Dusk (whichever is sooner)
All types	Sunday	13.00 – 20.00 or Dusk (whichever is sooner)

**The following conditions apply:**

- a) Temporary restrictions may be applied by the Council in order to allow for pre-arranged Sporting Tournaments.** (Members will be notified in advance as far as possible).
- b) No football teams to be approached whether due to over running or training sessions.**
- c) Noise complaints are a major concern – members should accept that they may be asked to ground their model, for remedial action, should it be deemed necessary.**
- d) Models will be subjected to noise testing where thought necessary and random tests will also apply.**
- e) Members must fly in a manner that is not likely to cause a noise nuisance ( ie appropriate throttle control).**
- f) Remember, it only takes one complaint and these flying times are revoked and the council would return us to the original agreement times which would not include Sunday summer afternoons.**
- g) In the event of a) or b) above do not be confrontational, just stand down and do not fly.**

## Revisions

BMFC Rules revised March 2011 - Section 8a added.

BMFC Rules revised May 2011 - Page 4: 'BANK HOLIDAYS - Silent & elect. gliders only' was 'BANK HOLIDAYS – NO FLYING'

BMFC Rules revised October 2011 – Flying Site Rules numbering revised. (F1), (F2), (F3) etc was (a), (b), (c) etc.  
Rule F26 added, Smoking is not allowed in the pits

BMFC Rules revised Nov 2012 – Flying Site Rule F4 revised – 2.4 GHz frequency control not required.

BMFC Rules revised Dec 2012 – 'but all subject to annual confirmation' removed from Constitutional Rule 4

BMFC Rules revised Oct 2013 – General Rule 4 was: ‘All Proposals for consideration at the A.G.M. to be received by the Secretary seven days prior to the Meeting.....’

(F18) was: ‘P.C.M. equipped models must be set to "motor -stop (or minimum idle)" when in 'fail-safe' mode. Motor to "stop" on electric powered models.’

BMFC Rules revised Dec 2013 – Trial period flying times and conditions added.

BMFC Rules revised Dec 2014 - Trial period details removed. Flying times trial period over. New rule F27

BMFC Rules Revised Jan 2017 - Amendment to rule F20: Requirement for solo flyers to hold an appropriate A certificate added.

BMFC Rules Revised Dec 2017- Amendment to General Rule 1. Reference to Disciplinary Procedure and Guidance Document added

BMFC Rule Revised Jan 2020 - Amendment to rule F20: Requirement for solo flying with aircraft under 1kg and multirotor aircraft with auto stabilisation added. Rule F9 updated to reflect changes to rule F20.