

DELYN MODEL FLYING CLUB
MEMBERS HANDBOOK
CONSTITUTION, RULES AND
ACHIEVEMENT SCHEME
Revision November 2015

SECTION A

DELYN MODEL FLYING CLUB

- A.1 The Club will be known as the Delyn Model Flying club.
- A.2 The aim of the club is to encourage the building and flying of model aircraft as a sport.
- A.3 The club will be managed by a Committee consisting of Chair, Vice Chair, Secretary, Treasurer and a minimum of one ordinary member.
- A.4 The Committee will be elected annually at the Annual General Meeting held on the second Friday of October.
- A.5 The Committee will have the power to co-opt members as required.

SECTION B

THE RULES OF DELYN MODEL FLYING CLUB

- B.1 All DMFC members shall be covered by the BMFA Third Party Insurance Policy.
- B.2 Subscriptions become due **at the December Meeting**. The subscription is made up of BMFA subscription, ground rent, and club subscription. Members to be aware that their BMFA insurance policy runs from January 1st of each year.
- B.3 Members under the age of 18 years, on joining, will be classed as a junior member and will not pay ground rent.
- B.4 In compliance with the Children Act 1989 and Safeguarding Vulnerable Groups Act 2006. All members under the age of 18 years, must be accompanied by a parent, or legal guardian and adults with Learning Disabilities, should be accompanied by an "approved adult" at all times during DMFC events.
- B.5 All power models shall have an effective silencer. Noisy models can create a nuisance for non-modellers. Modellers and non-modellers are directed to the BMFA guidelines (82dB at 7metres) regarding noise levels for model aircraft.
- B.6 Use of the pegboard frequency control is mandatory when using 35MHz. All members are required to check the frequency control on arrival at the field.
- B.7 Only UK legal frequencies are to be used at the club site.
- B.8 New members are referred to the frequency chart in order to select a suitable frequency for their use if intending to use 35 MHz equipment.
- B.9 Pilots using 35MHz equipment must satisfy themselves that if they are operating on an adjacent frequency to a model in the air, they are not causing, or experiencing, any interference to either model.
- B.10 Pilots using 2.4 GHz equipment do not need to use the pegboard. Pilots need to be wary when using the two systems, particularly with regard to the pegboard and the use of the retractable aerial.
- B.11 Allegations of dangerous flying will be investigated by the Committee who will take any action considered necessary.
- B.12 Members will be responsible for the conduct and safety of any guests they bring to the club's flying site. Guests who are flying are required to sign in to the guest book and follow the club rules in their entirety. Non-flying guests must remain in the 'safe area' between the pits and the parking area. It must be remembered that we are all guests on a working farm and for this reason, dogs are not allowed.
- B.13 Members must ensure that all litter and debris is removed after flying and upon leaving the flying site. This shall include the removal of cigarette ends from the field.
- B.14 Members must ensure that they are conversant with the club's flying safety rules and put into practice the requirements. Members should make themselves familiar with the out of bounds areas, detailed in Appendix 1.

- B.15 Vehicles must not be parked in the line of the take-off or landing of model aircraft (upwind or downwind of the flying area).
- B.16 Normal flying times are 0930 until dusk. On Sundays, power flying is permitted up to 1300 hrs. Only glider and quiet electric models are permitted after this time.
- B.17 The membership of Delyn MFC is limited to 80 adult (over 18 years of age) flying members. The number of junior and social members is unlimited.
- B.18 Prospective members may attend for a maximum of three visits after which they must make formal application for membership. Should membership for any one year reach the limit of 80 flying members, a waiting list will be created with new members being introduced on a "first come, first served" basis as vacancies occur.
- B.19 New members who claim to be competent model pilots must produce a BMFA "A" or "B" certificate or submit to a flying test, conducted by a club examiner prior to flying any model. Proof of BMFA insurance must also be presented before being allowed to fly.
- B.20 The Committee in office reserve the right, without recourse to a general meeting, to amend the rules where they directly affect the general safety of model flying and the well-being of the club.

SECTION C

DELYN MFC FLYING SAFETY RULES

- C.1 All members must adhere to the safety recommendations as described in the BMFA Handbook.
- C.2 With a new model, or new or repaired equipment, a ground check is essential. This recommendation, together with a physical check of the model, is essential following such as an abnormal type of landing.
- C.3 Before each flight, the controls must be checked, under full power if applicable. If there are any doubts as to their operation, do not fly!
- C.4 Models shall be suitably tethered at all times during engine start up and running whilst in the "pits" area.
- C.5 Fuelling mats are required in the "pits" area to protect grass against fuel spillage. Where necessary, the mats shall be secured to the ground by the use of pegs. Models on raised model stands may require additional safety precautions to protect against environmental hazards. (see also E3)
- C.6 Models must not be taxied to and from the strip unless restrained.
- C.7 Unless positive controls are in force, all flyers must use the same take-off area at a particular flying session.
- C.8 To promote safer flying, a maximum of five aircraft in the air at any one time is mandatory.
- C.9 For helicopters, pilots can request a flying slot and all fixed wing aircraft must land. All helicopter pilots who wish to fly should fly during this slot and, after an appropriate time, land. Pilots must take off and land from the strip
- C.10 For gas turbine powered aircraft; the pilot can request a slot and at the agreed time, all aircraft must land. The turbine aircraft can then be started, in keeping with the BMFA safety precautions regarding gas turbine aircraft. (see also C12)
- C.11 The pilot must possess a BMFA "B" flying certificate and must be accompanied by a caller of sufficient experience and ability (at least BMFA "A" or equivalent) to satisfactorily assist the pilot during the flying slot.
- C.12 Only one gas turbine, or any aircraft with engine capacity 100cc to be in the air at any one time.
- C.13 Members, with models weighing more than 7kg (15lbs) are required to possess a BMFA "B" certificate and to have their model scrutinised by a sub-group of the Club Committee, to ensure the safety and integrity of the model. Members are obliged to have such models examined at regular intervals in the interests of safety.
- C.14 Members without a BMFA "B" certificate can fly such models, using a buddy lead system, providing the "buddy pilot" has a BMFA "B" certificate rating.
- C.15 Flightline procedures must be observed at all times. All models must be launched from the designated flying area, either by hand-launch or ground take-off and, as far as possible, landed within

this area. See also E.11 regarding the "Pilots Box".

C.16 During flying, all pilots are to keep clear of the landing strip but within reasonable distance of each other.

C.17 Pilots must orally check with other pilots that they are:

CLEAR FOR TAKE-OFF

OVERSHOOTING

LANDING

RETRIEVING

DEADSTICK

Deadstick landings have priority at all times.

SECTION D
DELYN MODEL FLYING CLUB

ACHIEVEMENT SCHEME
Delyn Bronze Schedule – Fixed Wing

- D.1 Start engine and carry out pre-flight safety checks as required by BMFA safety checks.
- D.2 Take off and complete left and right hand rectangular circuit, over flying the take-off area.
- D.3 Fly an opposite circuit beginning and ending over the take-off area.
- D.4 Fly a horizontal figure-of-eight course as designated by the examiner.
- D.5 Fly a rectangular circuit, right or left, and overshoot, height to be less than 20 feet.
- D.6 Perform a simulated deadstick landing in a safe manner, with the engine at idle, beginning at a safe height (approx 200 feet) heading into wind over the take-off area.
- D.7 Remove the model, and any equipment, from the take-off area.
- D.8 Complete post flight checks as required by the BMFA safety codes.
- D.9 Manoeuvres D4 & D5 to be carried out in front of the pilot.
- D.10 For aircraft not fitted with throttle control, parts D1 to D4 must be completed.
- D.11 When the engine stops, a rectangular approach must be completed whilst the aircraft is gliding, and touchdown made within the pre-designated 30 metre boundary.
- D.12 Members can choose to be examined for either the Delyn Bronze or BMFA "A" certificate.

Delyn Bronze Schedule – Helicopter

- DH.1 Start engine and carry our pre-flight checks as required by the BMFA safety codes.
- DH.2 Take off and hover, tail in, over the take-off point with helicopter skids at eye level for approx 15 seconds.
- DH.3 Hover the helicopter slowly sideways, left or right, for approx 5 metres, stop and hover briefly.
- DH.4 Hover the helicopter slowly sideways in the opposite direction to bring it back to its original position in front of the pilot, stop, and hover briefly.
- DH.5 Fly slowly forwards for approx 5 metres, stop and hover briefly.
- DH.6 Fly slowly backwards, bringing the helicopter back to its original position over the take-off point, stop, hover briefly and land.
- DH.7 Take off and hover briefly, turn sideways left or right, and fly forward to perform “two lazy eights”, each at least 30 metres in length. Each time the helicopter passes in front of the pilot, it must be sideways on to the pilot.
- DH.8 At the conclusion of the “lazy eights”, bring the helicopter to a halt above the original take-off point, hover briefly and land.
- DH.9 Remove the helicopter from the take-off area and complete postflight checks as required by the BMFA safety codes.
- DH.10 Members can choose to be examined for either the Delyn Bronze or the BMFA “A” certificate (Helicopters) with the club’s registered BMFA examiners.
- DH.11 In addition to the flying schedule for Fixed Wing and Helicopter, all candidates must answer correctly at least five questions from the BMFA Safety Code for general flying and local flying rules.

SECTION E GENERAL SAFETY PROCEDURES

- E.1 Safe Flying Area: this is defined on the posted site plan as the **area in which pilots can fly without entering the 'no-fly' zone.**
- E.2 Engine Starting: for i/c powered models, it is required all engines are started in the pits area. All aircraft must be restrained securely during start-up. All models must be pointing away from the car park, and it is required that propellers are kept in-line to avoid staggering of models in the pits.
- E.3 Pilots are responsible for ensuring that the area in front of the model is clear of bodies and loose objects before starting. Extra care needs to be taken if engines are started up in a stand. The rotating propeller is, in such cases, at a dangerous height with the potential for injuries to hands, arms and face.
- E.4 All engine adjustments, including the removal of glow drivers will be made from behind the propeller and there shall be no high-throttling of engines unless the area in front of the model is completely clear.
- E.5 For turbine powered models, operators must start their engine(s) in the area adjacent to the Bellion, as shown on the site plan.
- E.6 The presence of a working fire extinguisher is mandatory, and an emergency extinguisher is provided at the field.
- E.7 Where appropriate, gas turbine operators must use the "heat deflector" which is provided at the field. This deflects heat and flames away from the grass and other flammable objects.
- E.8 Gas turbine engines must be started so that the engine efflux is directed away from the pit area.
- E.9 Carrying or Taxiing of models: Pilots must carry their models from the pits to the take-off area in a safe manner that is firm and stable, taking extra care in high winds or gusty conditions.
- E.10 Models which are too large to be carried to the strip, should only be taxied with a suitable tether in place **(unless the strip is clear of persons).** Under no circumstances should a "live" model be

taxied back into the pits without a suitable tether.

- E.11 Pilot-Box: The concept of the Pilot's Box is to ensure that all pilots are standing close to one another to enable clear communication and maximise transmitter efficiency. The box favours take-off and landing along the main runway, however, if the cross or diagonal runways are in use, pilots must ensure that they are positioned well clear of models taking off or landing.
- E.12 Takeoff point must be in line with or after the pilot's box. If a model needs the full length of the runway for takeoff, there must not be any pilots in the "pilot's box" at the time.
- E.13 In the interests of model safety, pilots are responsible for ensuring their models are safe to fly.
- E.14 Pilots are required to check their model(s) frequently for structural integrity, installation of components such as engine, servos and control surface hinges and that the aircraft's on-board receiver battery is of a suitable type and appropriately charged. Members must not be afraid to ask others for the loan of a battery

END.

Appendix 1 – Safe Flying Areas

The shaded area denotes safe flying area. Overflying any other areas is strictly prohibited.

