

BLACKPOOL & FYLDE RADIO CONTROLLED MODEL SOCIETY

FLYING FIELD RULES

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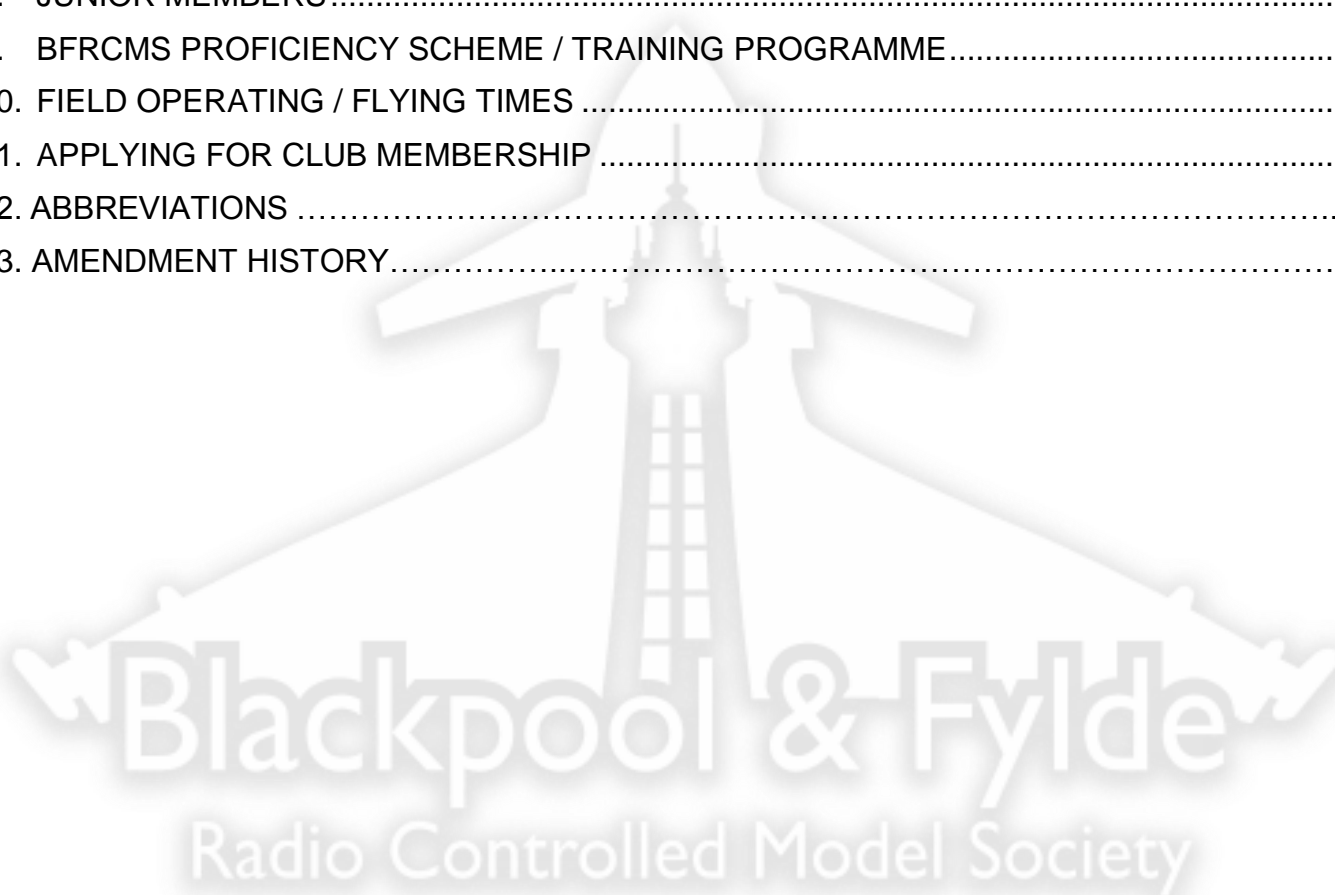
Blackpool & Fylde
Radio Controlled Model Society

Summary

These rules should also be read in conjunction with the Club's Constitution (available on the Club Website) and references to the latest BMFA Rules and Guidance, Air Navigation Order and CAA Publication CAP722 have also been added. Paper copies of these documents are no longer provided as they can be easily downloaded from the appropriate web sites to enable members to familiarise themselves.

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BLACKPOOL & FYLDE RADIO CONTROLLED MODEL SOCIETY

FLYING FIELD RULES

1. INTRODUCTION

The following rules have evolved, in the interests of the SAFETY of CLUB MEMBERS and THE GENERAL PUBLIC, over a period of over 25 years and are designed to cover the health and safety risks that can occur on our flying field. Knowledge of them is ESSENTIAL for ALL members. If you do not understand any of these rules, please do not fly until you have clarified the issue by asking the advice of a committee member.

2. FIELD / SAFETY RULES

- 2.1 All members must observe the BFRCMS field rules and comply with the Air Navigation Order, all the relevant BMFA Safety Codes as contained within the BMFA Members' Handbook, the BMFA Civil Aviation Authority Article 16 Authorisation (UAS7068 latest Issue), and Civil Aviation Publication CAP722 Unmanned Aircraft Systems Operations in UK Airspace – Guidance.
- 2.2 On matters of field safety needing an immediate decision, the responsibility lies with the Club Safety Officer, Instructors, or a member of the Committee in that order. Any instructions must be accepted without dissent, however, should a member believe the instructions to be wrong, then he/she should bring this to the attention of the Committee.
- 2.3 Any pilot not holding their solo qualification for the type of aircraft they are flying must not fly without the supervision of an instructor or their specially appointed deputy if the instructors are absent from the field. If no instructors are present at the site, any member holding the BMFA 'B' Certificate may act as an appointed deputy until an instructor arrives (see Section 9.1).
- 2.4 Due consideration must always be given to trainee or novice pilots in the circuit. If the pleasure or concentration of a pilot is affected by the flying style of another, precedence will be given to the pilot who was airborne first. Intimidating flying of any sort is not permitted.
- 2.5 All flying is to be done in the designated areas only, See Figure 1 below :-

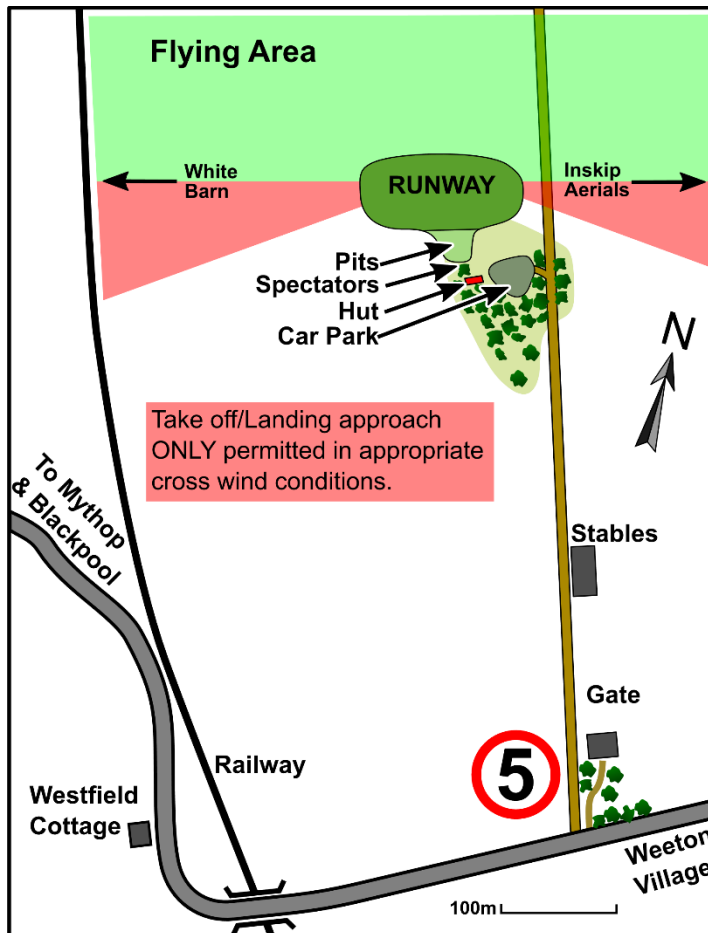


Figure 1 - Layout of Flying Field

- 2.6 Irrespective of wind direction all members must only fly in the designated flying area North of a line from the Large White Barn to the West and the Radio Masts at Inskip to the East (as shown on Figure 1 above). In the event of a crosswind, it is permissible to take off and land at an angle of not more than 30 degrees to this line (as shown on the map), provided your intentions are made known to other pilots. However:
- **Never fly over the wood or car park.**
 - **Never over-fly the pits area.**
 - **Never fly over Westfield Cottage.**
 - **Never fly over or beyond the Railway Line**
- 2.7 On arriving or departing the flying field site, keep to the 5 MPH speed restriction on the farm track, especially on the length of track from the road to the gate.
- 2.8 The Farmer's field gate on the track must always be closed immediately after use. The Gate at the entrance to the Flying field may be left open while the flying field is in use, the last person leaving the flying field must close and lock both gates. The code for the padlock combinations can be obtained from a member of the Committee.
- 2.9 The rules of the "COUNTRYSIDE" must be observed at all times.
- 2.10 It is imperative that ALL members at ALL times, are alert for hazards e.g., walkers, spectators, animals, FULL SIZE AIRCRAFT especially HELICOPTERS, etc.

- 2.11 Under NO circumstances shall a model aircraft over-fly walkers or a take-off or landing performed, if the model will be in close proximity to, or over-fly walkers on the track on the eastern side of the flying field parallel to the hedge.
- 2.12 If walkers or any other hazards are observed, immediate action must be taken to confirm that the pilots, safety marshal and the pilot's helper are aware of the situation. The pilot MUST then take appropriate action to distance his aircraft from the hazard until it has passed.
- 2.13 Absolutely no litter of any description, including cigarette ends, to be left on the flying field site. If a model crashes every effort must be made to recover and remove all debris.
- 2.14 If a model crashes in an adjacent field and there are difficulties in locating the model, report the incident immediately or as soon as possible to a Committee Member. The Committee will arrange with the Farmer / Landowner concerned for permission to recover the model. Under no circumstances must a member contact the Farmer / Landowner with regard to the retrieval of lost models or with regard to any other matter concerning the Society's activities.
- 2.15 If you witness or are involved in an incident at the Field, where a model is involved in a near miss or crashes and causes damage to property or injury to a person or animal, then the incident must be reported immediately to an Executive Member of the Committee (Chairman, Vice Chairman, Hon Treasurer, Membership Secretary) who will then co-ordinate an initial investigation to decide whether a formal incident is to be declared (see 2.19 below).
- 2.16 An example of a near miss could be where a model crashes in the car park and just misses hitting a car or person or is flown in such a way that a person or property could have been injured or damaged.
- 2.17 In the unfortunate circumstances where you have to deal with the injured/third party you must not, under any circumstances, admit liability or make or agree any financial settlement.
- 2.18 Incident Reporting Procedures where there is likely to be an insurance claim, are set out in the current BMFA Members Handbook and for more serious incidents in CAP 722 Unmanned Aircraft System Operations in UK Airspace – Guidance and the CAA Air Navigation Order (ANO) which is the legal framework which covers all flying activity in the UK.
- 2.19 Cars are not permitted on the field. Park only in the car parking area.
- 2.20 Always leave the access ramp to the field clear at all times however, Members who are in possession of an official Disabled Parking Permit, or who have difficulty carrying their model, may drive their vehicles onto the south side of the pits area to deposit or collect their models and equipment. Such vehicles must be immediately returned to the parking area.

- 2.21 Mobile Phones can, under certain circumstances, interact adversely with computer-controlled transmitters. For this reason, BMFA recommendations are that mobile phones should “not be taken into the pits area and especially not allowed onto the flying area.” Members should always keep to the BMFA recommendations on mobile phones.
- 2.22 The charging of electric flight batteries can represent a significant fire hazard and hence is not permitted in the car-park area. Flight battery charging should take place, in the designated area adjacent to the Club Hut or in the Pits, where the model is prepared for flight.
- 2.23 If the Farmer or Mowing Contractor arrives on the flying field, flying must stop and they must be given immediate access. Flying will only recommence when they have completed their tasks.
- 2.24 As you walk from the car park to the pits area, keep a good watch for models landing or taking off. If in doubt, wait until it is clear.
- 2.25 Model gas turbine jets should not be taxied or flown while any other member has a model of any type airborne and vice-versa (by consultation with other flying members present at the field). Members should be aware of the “Danger Zones” applicable to Gas Turbine operations, within and around any start-up box or area, particularly with respect to compressor / turbine wheel failure debris trajectories as well as exhaust gases. Start-up areas for turbines must be established at either end of the pits area such that any exhaust is directed away from the pits.
- 2.26 Members flying petrol-engine and gas turbine powered models must provide a fire extinguisher and position it in a safe but accessible position in close proximity to their model.
- 2.27 All members are deemed to have read and be familiar with the Civil Aviation Authority document CAP722 “Unmanned Aircraft System Operations in UK Airspace - Guidance” which is available for members to access or download from the CAA Website. Members’ ongoing familiarity with CAP722 will be confirmed annually by them signing the Society’s annual membership renewal form.
- 2.28 The principles laid out in CAP722 will be used as the basis for flying field briefings, which should take place prior to flying at any organised Society event or competition.
- 2.29 All pilots must observe the established flight line and stand in the designated area whilst flying. Any variation to suit daily conditions may be made by the Club’s Safety Officer.
- 2.30 Any spectators must remain in the spectators’ area whilst flying is in progress.
- 2.31 Any person wishing to enter or cross the runway area must seek clearance from any pilots flying at the time, before doing so.
- 2.32 Should an aircraft go out of control, the first priority must be the safety of persons with the second priority being avoidance of damage to property. A warning is to be shouted by the pilot which is to be taken up by other members and where possible assistance provided.

- 2.33 Before starting an engine, the model must be suitably restrained either by a tether, suitable stakes or by an assistant.
- 2.34 In the interest of safety, assistance should be sought when running up engines and taking models to the runway for take-off. All helpers must have BMFA membership. The use of an assistant for pilots with IC Helicopters is mandatory for starting and carrying the model to the flight line.
- 2.35 People should not stand or be in a position in line with or in front of the propeller of a running engine.
- 2.36 Models having their engines run-in on the ground must not be left unattended whilst the engine is running.
- 2.37 All new or repaired models should be checked out by an instructor or their appointed deputy before being allowed to fly. All models are subject to random safety spot checks, which will be carried out by an instructor. If in his opinion, a model is unsafe to fly or does not conform to Club rules, it will be grounded until rectified (see Section 3).
- 2.38 No smoking is permitted in the vicinity of inflammable fuels and materials.
- 2.39 Children must be closely supervised at all times and must not be allowed to run around the pit area or flying field.
- 2.40 No dogs are permitted at the flying field unless kept on a lead or tethered.
- 2.41 Members who intend to fly models with a Maximum Take Off Mass (MTOM) greater than 7.5Kg but less than 25Kg, or any gas turbine powered model, will be required to have achieved the standard of BMFA "B" certificate, LMA Proficiency Certificate, or any equivalent competence standard defined by the BFRCMS Committee.

For all practical purposes the Maximum Take Off Mass or MTOM is the mass of your model aircraft when it is ready for flight with all required equipment and batteries installed and all installed fuel tanks full. (See CAA Article 16 Ref UAS7068 Issue 4, July 2022).

Radio Controlled Model Society

3. PRE/POST FLIGHT RULES

- 3.1 It is the member's responsibility to ensure that his model is airworthy every time it flies and that the radio gear / servos and linkages are maintained to the highest possible standards.
- 3.2 Before a new model makes its maiden flight, it must be checked to ensure that it is airworthy, by one of the Society's nominated Instructors or Examiners.
- 3.3 Check the model over when you arrive at the flying field.
- 3.4 Check the model over if you have landed heavily or on rough ground.
- 3.5 Check the model over for any damage. e.g., displaced quick links or clevises, cracks anywhere in the airframe, loose undercarriage, loose or broken engine mounts, loose or damaged radio gear. Wobbling the control surfaces by hand will show up possible faults.
- 3.6 Check for a "full and free movement" of all control surfaces and that the surfaces move in the correct direction (elevator stick back = elevator up, elevator stick forward = elevator down, aileron stick right = right aileron up etc.), before starting your engine.
- 3.7 If in ANY DOUBT about the safe operation of your radio or aircraft, then rectify the problems BEFORE flying.
- 3.8 Check that flight boxes are positioned safely so that no wires, etc. can be sucked into the propeller.
- 3.9 Keep your face out of the line of the arc of the propeller when starting your engine and be certain to ensure that other people are clear of such a position, especially when you lift the model's nose to check settings. Flying propeller blades can cause serious injury.
- 3.10 Once your engine has started, pre-flight check your radio system: - All settings, rate switches, control trims, etc., are in their correct positions for the model you are about to fly. (If you doubt your ability to remember such settings then keep a note of them with your aircraft.)
- 3.11 Check that all controls are still operating correctly with the engine running especially on FULL POWER (Make sure your model is properly secured before attempting this test).
- 3.12 As you go out to fly, before walking onto the airfield check with the Pilots already flying if anyone is about to land and be prepared to wait a short while behind the pilot standing area. Remember, someone's call of "Landing" or "Dead-Stick" may have been drowned out by engine noise while you were busy in the pits.
- 3.13 Either carry your model or hold it by the fin and wheel it out of the pits area. It is the recommendation of the Committee that you nominate a helper, it will be the duty of the nominated helper to assist and remain with the pilot for the duration of that flight.
- 3.14 If you wish to taxi your model out to the take-off point, wait until you are 10 metres beyond the pilots before releasing your model.

- 3.15 If your model requires hand launching, this must only take place at the up-wind end of the strip.
- 3.16 Always check with pilots already flying if it is clear and safe to take off. Always be prepared to wait for a short while. Remember any pilot landing or who has called “dead stick” has priority.
- 3.17 Members flying their models should always stand together in the vicinity of the white flagstone marked “Pilots”. It is far easier to communicate your intentions to other pilots if you are together.
- 3.18 In the absence of markers, the take-off and landing line should never be closer than 30 metres from the pits area. Members should be prepared to abort any take-off or landing that is likely to compromise this rule.
- 3.19 Never, when your model has reached its take-off position on the flying strip, make any final adjustments i.e., engine re-calibration as you may not hear, due to your engines noise, someone’s call of “landing” or “dead stick”. Abort the take-off and return to the pits area and re-adjust.
- 3.20 After landing, remove your model from the strip as soon as it is safe to do so. Remember to call your intentions to the other pilots.
- 3.21 After landing you may turn the model off the landing line, but never taxi the model directly towards pilots flying or the pits area. The engines of such models must be stopped before reaching a line which is parallel to the flight line and not less than 10 metres in front of the Pilot’s standing area.
- 3.22 Do not take your transmitter beyond the strip whilst it is switched on.
- 3.23 Although it is bad practice to switch off the transmitter before the receiver, it may be that your model has landed / crashed some distance away. In such a case (with the exception of electric powered models) if the engine has definitely stopped, then switch off your transmitter. Then inform the pilots flying of your intention to retrieve the model.
- 3.24 Remember if your model malfunctions during a flight land it safely even if the landing must be in the next field.
- 3.25 Never put yourself, a member of the public or a fellow member of the Society in danger.

4. FLYING RULES

- 4.1 Under NO circumstances shall aircraft over-fly walkers on the eastern side of the flying field.
- 4.2 It is strongly recommended that whenever flying is taking place, a Safety Marshal/Lookout is appointed to warn flyers of hazards such as walkers on the path and low flying full size aircraft.
- 4.3 When three or more models are flying a Safety Marshal/Lookout MUST be appointed. The Safety Marshal/Lookout duty shall be passed around in a democratic manner between the certified flying members available at that time. It will be the duty of the Safety Marshal to oversee the take-off and landing activities and keep a watchful eye for any hazards that may present themselves to the pilots or any other member present.
- 4.4 Instructions issued by the Safety Marshal MUST be obeyed at all times by the pilots.
- 4.5 When you are intending to start your model in order to fly, it is the recommendation of the Committee that the pilot nominates a helper. It will be the duty of the nominated helper to assist and remain with the pilot for the duration of that flight and to act as an additional pair of eyes, advising the pilot of any hazards that may be identified. In particular, the helper will be alert for FULL SIZE AIRCRAFT especially HELICOPTERS.
- 4.6 On the approach of a full-size aircraft pilots must get their model as low as possible or even land. For a pilot of a full-size aircraft the definition of a near miss with a model is: if he can see it. Remember if there is a collision between a full-size aircraft and a model it is always the model pilot's fault whatever the circumstances.
- 4.7 The order of priority for use of the strip is: -
 - **Dead stick landing. (or any emergency)**
 - **Landing**
 - **Take off**
- 4.8 Always make sure that other members know of your intentions, call "LANDING, DEAD STICK" etc. CLEARLY.
- 4.9 When about to take off always check with the members flying /Safety Marshal that it is safe to do so. Any instructions given by the safety marshal MUST be obeyed.
- 4.10 If practicable and as a matter of courtesy, allow a member to take off before calling your landing. If this is not practicable make it known you are landing.
- 4.11 If you are committed to a dead stick landing and a member is on the strip ready to take off, ensure that the member on the strip hears your call. In this situation be prepared to land the model away from the strip. IT IS ALWAYS YOUR RESPONSIBILITY TO ENSURE THAT NO ONE IS PUT AT RISK.

- 4.12 If possible, always take-off your model whilst standing in the Pilots area. If you require to stand behind your model on take-off, it is your responsibility to clear the strip immediately. On such occasions, seeking help to return to the pilot's area is highly recommended.
- 4.13 If the Field is busy :-
- **Conform to the landing circuit in operation. Any aerobatics should be carried out in a safe area away from the mown strip.**
 - **No more than 4 aircraft shall be airborne at any one time unless during a special event as agreed by the Committee (e.g., Bonfire Night)**



5. GENERAL RULES FOR ALL RADIO SYSTEMS

- 5.1 All radio equipment used at the Flying Field must be "Type Approved" and be suitably "CE" marked.
- 5.2 Modern computer transmitters have the capability of storing the settings for flying several different models. While this may be very convenient, extra care should be taken by the member, to ensure that the settings are correct for the model about to be flown.
- 5.3 Members must ensure that for all powered model aircraft, their radio system FAIL-SAFE facilities where provided, are properly enabled such that reception of RF interference or system failure (including exhausted batteries) will return the THROTTLE channel to an IDLE or CLOSED setting. Members are advised that they may be required to demonstrate to any Committee Member, at any time on the flying field, that any model that they intend to fly which includes such fail-safe provisions within their radio systems, complies with this requirement.
- 5.4 Frequency Control – The majority of members now have R/C Systems that operate on the 2.4Ghz frequency, which has been allocated by the UK Authorities however, it needs to be recognised that some members (and possibly some visitors), still use R/C systems that operate on the 35MHz frequency which requires its own unique frequency control system.
- 5.5 Members wishing to operate 35MHz R/C Systems are responsible for ensuring they check that no other members are operating on the same frequency.
- 5.6 For 2.4 GHz operation there is no requirement to utilise a frequency control system or peg.
- 5.7 Transmitters should not be taken away from the flight line when retrieving an aircraft, unless to do so would aid retrieval of the model. In this instance the matter should be brought to the attention of the Safety Officers so that this may be carried out without the risk of over-flying the transmitter.

6. NOISE

- 6.1 It is a Society rule that all models should conform to a noise limit of 80 decibels at 7 meters or that figure decided on by the Committee. A noise officer is appointed each year to monitor the noise levels of all models and to help and assist members in complying with this rule. He, or any member of the Committee, should be approached for help in reducing the noise output of your model to a minimum acceptable level.
- 6.2 It is appreciated that some models, because of their size / type of engine and the larger propellers now in current use, become marginal in their compliance with this rule when measured using the Society's measuring instrument. If you have a marginal model you must strive to reduce its noise output by all possible means and accept possible restriction on its use, times of operation, frequency of use and the manner in which the model is flown.

- 6.3 The noise officer / committee reserve the right to restrict / stop the flying of marginal models.

7. BFRCMS MEMBERSHIP RULES

- 7.1 Since BFRCMS is affiliated to the BMFA, Members of the Society are required to take up BMFA insurance cover in order to indemnify their flying activities against third party risks. Holders of other forms of insurance (e.g. LMA) may be allowed to fly but only with the specific permission of the Executive Committee.
- 7.2 Under no circumstances will any person be allowed to fly without appropriate insurance cover.
- 7.3 There are a number of ways members can pay their BMFA Insurance:
1. Included with BFRCMS Membership fee - BMFA insurance cover commences from the moment the member pays the BMFA element of the BFRCMS joining fee to your nominated Club official; you do not have to wait for receipt of your BMFA membership card. The most important factor is that the Club have collected the fee and have formally registered you as a paid-up member of the Club.
 2. BFRCMS Membership fee paid to the Committee, but the member declares they have paid the BMFA fees themselves.
 3. BFRCMS membership fee paid to the Committee, but the member declares they have paid their BMFA fee through another club.
- 7.4 In both scenarios 2 & 3 above, the Committee will check the BMFA Portal to ensure that the member's insurance is valid. If their insurance is not valid at that time, it's feasible that their BMFA insurance is being processed but hasn't yet been formally acknowledged by the BMFA.
- 7.5 Fundamentally the onus is on the member to prove to the Committee that he/she are insured to fly.
- 7.6 For the second scenario this may be a little difficult if the member has sent a cheque in the post. Electronic mechanisms would instantly be visible to us on the BMFA Portal assuming we have been supplied with the correct BMFA number, email address and date of birth.
- 7.7 For the third scenario where insurance has been paid to another club, formal electronic communication from that club to confirm that they have received the member's insurance payment and are processing it, would suffice.
- 7.8 If the Committee has no way of independently verifying that you are insured to fly, then you should not be flying at the club field!
- 7.9 A member may invite a guest to use the Society's facilities ONCE within the year. The member will take full responsibility for the conduct of his guest ensuring the guest has insurance which is valid and is recognised by the Society and will ensure the guest conforms with all the Society's flying field and safety rules.

- 7.10 First time visitors who are not BMFA members and have no previous experience of model flying who come down to the field for a try out flight prior to joining the Club or who visit during a Flight Fest Event, are covered under the BMFA First Time Inexperienced Flyer Cover.
- 7.11 No charge will be made for this additional cover however, cover will only be in place for a maximum of 3 days for any one first time flyer after which the flyer must arrange his own public liability insurance cover by joining the BMFA, prior to undertaking any further flying activity at the Club site. Insurance cover will only be in place when the flights are being personally supervised by a nominated Club Member who has been approved by the Club Committee.
- 7.12 All Club members shall be required to obey the Law. Insurance cover can only be fully assured for “Lawful Activities” and if you do not comply (if required by law) then you will be operating unlawfully, and your insurance cover could be in question in the event of a claim. It is also important to note that any legal costs and/or punitive financial sanctions incurred by an individual member under criminal law as a result of non-compliance, will be outside the scope of cover.
- 7.13 All members who wish to fly model aircraft are required to register with the CAA.
- 7.14 Members who have passed the BMFA “A” or “B” Certificates can Register with the CAA (fee required) when joining or renewing their Club and BMFA Membership. Alternatively, members can register direct with the CAA.
- 7.15 All members are required to display their CAA Operator IDs in the correct format on or in an easily accessible position on their aircraft before they will be allowed to fly.
- 7.16 Those members, who have not yet achieved their “A” Certificate but wish to continue to fly under appropriate Club supervision, may apply for a CAA Pilot/Flyer ID by taking and passing either the BMFA or CAA Competency Test. The Pilot/Flyer ID is not required to be displayed on their aircraft; however, they must have their Pilot/Flyer ID with them at all times when at the field.
- 7.17 All members are required to have proof of their CAA Operator IDs (as appropriate), BMFA and Club Membership Cards with them at all times when at the field.
- 7.18 All members are required to provide their CAA Operator ID details or their Pilot/Flyer ID details including date of registration, to the Club Treasurer who will maintain these on a Register on behalf of the Club.”
- 7.19 A member who has not achieved BMFA “A” certificate standard and adequate knowledge of these flying field rules will not be allowed to fly without the appropriate recognised supervision. Failure to observe this rule will render the member liable to have his membership revoked.
- 7.20 New Members, who have already achieved “A” certificate standard, must demonstrate their competence and knowledge of these Flying Field Rules, to any two Executive Committee members, before assuming flying privileges at the field.

- 7.21 All Members will be provided with a laminated Membership Card. Flying Members must be able to produce their card when challenged to confirm that their membership is current. Additional laminated Membership Cards are available from the Membership Secretary on request.
- 7.22 Previous members who wish to re-join the Club and hold a BFRCMS Club Flying Proficiency Certificate (as opposed to a BMFA “A” Certificate), will be allowed to fly solo once they have demonstrated that they are competent to fly and are knowledgeable of the Flying Field Rules to the satisfaction of the Club Safety Officer or delegated Instructor. They will then be required to pass a BMFA “A” Certificate within the year of rejoining the Club.



8. JUNIOR MEMBERS

- 8.1 Under no circumstances will the Society or its officers act in loco parentis to Junior Members. Accordingly, a parent/guardian or nominated responsible adult must at all times, accompany Junior Members, attending the flying field. Such accompanying adults need not be members of the Society. The parent, guardian or nominated responsible adult must witness any pre-flight dissertation provided by an instructor.
- 8.2 A Junior Member is defined as being under 18 years of age.
- 8.3 A responsible adult is defined as a parent/guardian, nominated responsible adult, who has the experience commensurate with the type and degree of supervision required.
- 8.4 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.
- 8.5 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.
- 8.6 No junior member under the age of 14 years shall fly a model aircraft unless supervised by an Instructor or the junior member holds the minimum of a BMFA Achievement Scheme "A" certificate and has been authorised to do so by the Club Committee.
- 8.7 Notwithstanding the requirements of Paragraph 8.1, should a member discover a junior member is unsupervised he/she must assume responsibility for the junior member's safety in the first instance. The situation should then be rectified as soon as possible by seeking out the junior member's parent/guardian or nominated responsible adult. Any instance of such an occurrence is to be reported to the Committee as soon as possible.
- 8.8 Whilst supervising junior members, senior members should be aware of the requirements of The Children Act (1989) and avoid placing themselves in a position that could be open to misinterpretation or question. A leaflet giving advice is available from the BMFA Leicester Office or from the Club Secretary.
- 8.9 Note to parents and guardians: This Club does not undertake to supervise junior members other than for the actual act of model aircraft flying and associated pre-flight and post-flight procedures, unless specifically arranged. Our activities at the flying site do not finish at a regular time and it is therefore your responsibility to ensure the wellbeing of your child over and above arranging a predetermined collection time. Should you wish to leave your child at the flying site, it is your responsibility to arrange for one of the senior members to supervise him/her during your absence.

9. BFRCMS PROFICIENCY SCHEME / TRAINING PROGRAMME

- 9.1 In accordance with the BMFA Achievement Scheme, Club Instructors are available to provide members with training to encourage and progress them towards taking the BMFA “A” and “B” Certificates. This is to allow the novice member to achieve a standard of flying ability and knowledge of the flying field and safety rules to fly solo in safety. Until the required level of proficiency is achieved novice flyers can only fly when directly supervised by an instructor, examiner or recognised competent flyer.
- 9.2 Competent flyers are deemed to be Society members in the following categories :-
- **Club examiners or instructors.**
 - **BMFA “B” certificate holders.**
 - **Members who have held a BMFA “A” certificate for at least 12 months and are deemed by the Executive Committee/Safety Officer to be sufficiently competent to supervise a Trainee.**
- 9.3 To allow the scheme to operate efficiently the Society has designated instructors and examiners who will assist any novice member (The Treasurer will provide a list of Instructors / Examiners on request).
- 9.4 Each novice must achieve BMFA “A” certificate standard before he is allowed to fly solo. Details of the requirements for the “A” certificate can be found in the current BMFA Handbook which is available to read or download from the BMFA Website. Novices are encouraged to discuss their progress with the appointed Society Examiners so that they are guided to rapidly achieve the necessary standard for solo flying.

10. FIELD OPERATING / FLYING TIMES

10.1 The Field Operating / Flying Times are as follows:-

(Restrictions on aircraft types apply)

Days	Flying Times	Restrictions
Monday	9:00am to 9:00pm	After 8:00pm – No IC or Jets
Tuesday	9:00am to 9:00pm	After 8:00pm – No IC or Jets
Wednesday	9:00am to 9:00pm	After 8:00pm – No Jets or IC Models apart from IC Training or Electric Models
Thursday	9:00am to 9:00pm	After 8:00pm – No IC or Jets
Friday	9:00am to 9:00pm	After 8:00pm – No IC or Jets
Saturday	9:00am to 9:00pm	After 8:00pm – No IC or Jets
Sunday	10:00am to 7:00pm	N/A
Bank Holidays	10:00am to 7:00pm	N/A

10.2 Please note that these flying times will be subject to review and may need to be revised in the event of any reasonable complaints being received from the local inhabitants, therefore it is in the interests of everyone to ensure that noise levels are always kept to within the legal limits and to avoid annoyance of our neighbors.

10.3 The Committee reserve the right at any time to ask individuals who we believe have noisy models to quiet them down or to stop flying (see Section 7).

10.4 The Committee also reserve the right to make changes to the Flying Times at any time.

10.5 The Committee considers that these caveats are necessary in order to protect the Club.

The logo for the Blackpool & Fylde Radio Controlled Model Society. It features the text "Blackpool & Fylde" in a large, stylized font, with "Radio Controlled Model Society" written below it in a smaller font. The logo is flanked by two stylized aircraft icons.

11. APPLYING FOR CLUB MEMBERSHIP

11.1 From 2018 members wishing to pay by bank transfer can do so subject to the following conditions:

1. A new membership or membership renewal form is still required to validate that the applicant has complied with the conditions of membership. From 2022 the form will be submitted electronically.
2. Electronic payments must have a suitable reference applied that is visible on the club bank account statements. A suitable reference is one which allows us to identify the member uniquely by name or BMFA number. Both would be better. All electronic banking mechanisms allow for a user reference to be added.
3. Payments made without a suitable reference will not be accepted as membership until further proof is provided by the member.
4. Partial payments will not be accepted as membership for the user. The Treasurer will arrange for a refund by cheque if the balance is not paid within 4 weeks. This may take time as multiple signatures are required on club cheques.
5. NOTE. If the renewal balance is not paid by 1st February, then they will be expected to pay the full joining fee, not a reduced fee.

11.2 The Club Bank account details are referenced on the electronic membership forms or can be obtained from the Treasurer (treasurerbfrcms@gmail.com)

11.3 From 2020 onwards members wishing to pay by Direct Debit spread over payments throughout the year can do so subject to the following conditions:

1. Total cost (membership and/or BMFA) will be subject to an administration fee (see form) to cover the transaction costs with the Direct Debit company.
2. Any passthrough costs will be requested as a single payment at the start of the arrangement. E.g., BMFA or CAA registration fees
3. The Club fees will be spread over equal payments ending in a final payment on the in the first week of October for the target year.
4. On initial sign up, the agreement must be validated by the end of that month otherwise the payment plan will be rejected. If this is in January then the payment plan for returning members will automatically be subject to the full membership cost without the discount.
5. All payments must be complete by the end of the club's financial year (31st October).
6. There is no automatic rollover of any payment plan for subsequent years.
7. Ensuring that payments are complete is the responsibility of the member. Payments may fail for a number of reasons:
 - a. The member has not completed the electronic payment mandate on time (Please check your SPAM folder in your email).
 - b. There are insufficient funds in the members bank account
 - c. The member has halted the bank mandate
8. If payments fail or are cancelled without agreement of the Club, the individual's membership will cease until the full remainder of the fee is provided.

12. ABBREVIATIONS

ANO	Air Navigation Order
BFRCMS	Blackpool & Fylde Radio Controlled Model Society
BMFA	British Model Flying Association
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CE	Mark showing product conforms to European Market requirements
GHz	Gigahertz
IC	Internal Combustion (engine)
ID	Identification
LMA	Large Model Flying Association
MHz	Megahertz
MPH	Miles Per Hour
MTOM	Maximum Take Off Mass
N/A	Not Applicable
UK	United Kingdom
R/C	Radio Controlled
RF	Radio Frequency



Blackpool & Fylde
Radio Controlled Model Society

13. AMENDMENT HISTORY

Issue No	Reason for Issue	Date	Author
1	Original Issue	01/08/04	
2	General Review: Change of insurance details: Change of flying competence to B.M.F.A. standards: Reinforcement of conditions for supervision of Junior Members: Addition of reference to CAP658: Introduction of "B" certificate for models over 7Kg and Jets.	23/10/06	
3	07 Fire extinguisher rule modified. New storage location of pegboard noted and provision made for 2.4GHz. Safety Marshall/Lookout at all times made a strong recommendation BMFA "A" certificate nominated as the competence standard for solo flying.	19/10/07	
4	Use of the cone to delineate take off/landing line reinforced.	13/08/09	
5	Reinforce rule on no battery charging in the Car Park. Remove need to use peg when operating on 2.4Ghz. Change to requirements to close field gate.	05/01/11	
6	Remove changes to field gate closing requirements	12/01/11	
7	Add requirement for maiden flight pre-inspection by Instructor/Examiner. Plus modify requirement for members to produce membership card when challenged.		
8	Update flying times and restrictions. Updated insurance cover with rules for insurance timing Added incident instructions Added instruction not to fly over the railway	05/12/2019	
9	Updated insurance cover to reflect additional confirmation from the BMFA.	24/09/2020	
10	Update to flying times	12/05/2021	
11	Completely re-formatted and revised in response to BMFA and member comments.	14/04/2022	S. Warburton
12	Pg 1 Summary 1 st para removed. Pg 2 TOC amended due to removal of Membership application/renewal forms. Sub Para 2.1 amended to reference Article 16 & Cap722. Sub Para 2.41 amended to correct MTOM now reads 7.5Kg. Sections 12 & 13 Application Forms removed. New Section 12 Abbreviations MTOM added. New Section 13 now reads Amendment History.	06/12/2022	S. Warburton