



Copy 007 Updated May 24th 2018

Bloobirds Radio Flyers

**Club Constitution,
Flying Field Safety Rules
Caring for Junior Members
Charity Guidelines
Club Officials
Flying Field Map**

CONSTITUTION

GENERAL

1. The club shall be called Bloobirds Radio Flyers (BRF) and will be affiliated to the British Model Flying Association (BMFA).
2. The principal aim of the club shall be the promotion of safe and responsible model flying of all Radio Controlled types, Free flight is not discouraged but must always be restricted to the immediate constraints of the field, some areas of which are out of bounds for all models so please ask a club official before operation.
3. Individual members and their guests are expected to use their best endeavours to obey club rules which are in place to protect the enjoyment of the facilities provided for the whole of the membership. Failure to do so may result in disciplinary action by the Club.
4. BRF are affiliated to the BMFA and as such all members must be members of the BMFA by virtue of paying their subscription through the club, through another club, or by being a country member. In cases where members are affiliated to BMFA other than directly through BRF then their current BMFA membership card must be produced to the secretary each year before flying on any BRF flying site.
The only exception to full BMFA membership is for those members who play no active flying part in the club; i.e. social members.
5. When there is a joint flying activity between BRF and a non BMFA affiliated club, the participating club must be able to provide evidence of adequate insurance cover in adequate time in advance of the event. In such cases BRF rules will always prevail when taking place on a BRF flying site.
6. Members may invite a guest(s) to a BRF flying site on pre-arrangement with the Executive Committee (EC). The sponsoring club member must assume total responsibility for the actions and safety of the guest(s) at all times. Where guests wish to fly and they do not possess a BMFA 'A', 'B' or 'C' certificate they may do so under supervision of a BRF instructor only and such arrangements must be made in advance of the visit.
Guests who wish to fly must be insured through BMFA but Large Model Association (LMA) insurance is acceptable. No other model flying insurance is acceptable on the basis that BRF are not aware of any other which might meet BMFA rules.
Uninsured guests are only permitted to fly under BMFA insurance when directly supervised by a BRF instructor under the auspices of being a potential new club member or under a public relations exercise.
7. Under no circumstances shall an established but uninsured model flyer, whether known to be experienced or claimed to be experienced be allowed to use the facilities of BRF flying sites. Experienced model flyers are most welcome to visit but if they cannot prove they are insured must become a member before being allowed flying facilities. (i.e. only a valid current BMFA or LMA membership card is acceptable).

8. BRF membership classes are: Member, Junior member, Honorary member, Life member and Social member.
9. A member may be made an Honorary member or Life member for services to the club.

Life and Honorary members can only be created by a majority ballot of the EC and in order to fly Honorary & Life members must be BMFA affiliated at their own cost. In difficult financial circumstances the EC will have the right to withdraw honorary and life memberships, however in such unlikely circumstances withdrawal will be applied as a whole and not individually selective.
10. Subscriptions for the current year will run from January 1st to December 31st the cost of which will be set in December of the preceding year by the EC.
 - a. For new member applications annual fees will be reduced by half on July 1st and proportionally at monthly intervals thereafter.
 - b. BMFA normally reduce its subscription in the later part of the year which will be passed on to new member applications as appropriate.
11. Club and BMFA Subscriptions are normally due on 1st January each year but the club secretary/treasurer through the BMFA will have some discretion on the final date which will be set in the annual written request for renewal sent out to all members, the date so set will be final.
12. Any member who has not paid the full subscriptions for the ensuing year by the date set will not be allowed to fly until they have done so, full insurance through membership must be in place before flying.
13. The EC individually and as a whole have the right to veto new membership applicants without necessarily giving a reason.
14. New members will be required to serve an initial probationary period of 6 months and may have their membership terminated at the discretion of the EC in the case of unsatisfactory conduct.
15. Members who have allowed their subscriptions to lapse for less than one year will not normally be asked to re-apply for membership or pay the joining fee however the full 12 months subscription will always be required to be paid and article 10a & 10b will not apply.

However the EC reserves the right to ask for a formal membership application if it so wishes and in that case it will be subject to Article 13.
16. Persons letting their membership lapse for more than one full subscription year will be required to re-apply for membership and pay the joining fee as a new member.
17. All field safety rules and regulations will normally be reviewed annually however the current rules will always be binding until updated. Should urgent action ever be required then the action taken must be ratified by the EC and the membership informed at the next club meeting. The BRF field safety rules are considered as a

supplementary code to those laid out in the BMFA Members Handbook, compliance with which is mandatory within BRF.

18. Any complaint to the EC for any reason must be made in writing and signed by the complainant(s). The written complaint must be forwarded to the Secretary so that the matter may be addressed at the next EC meeting or one convened for the purpose, if considered necessary.
19. The EC may impose a flying suspension not exceeding 30 days upon any member in the event of misconduct. Any suspension will be accompanied by a verbal and/or written warning as deemed appropriate in accordance with Article 20.
20. The EC may consider removal from the roll of members any member whose conduct on the field or elsewhere is considered to be prejudicial to the club. Dismissal will be in accordance with the following procedure in order to comply with the laws of natural justice:
 - a. The member is to be given a verbal warning by an authorised EC Member in which the member is made aware of the misdemeanour and what the member is reasonably required to do to make amends.
 - b. If the member does not respond, a written warning will be issued by the secretary through the EC advising the member of the misdemeanour and what action is reasonably required to make amends.
 - c. Further failure to respond will result in the EC inviting the member to meet with them at a previously agreed date and time to discuss the situation, advising they are considering withdrawal of membership.
 - d. If the member fails to attend this meeting without reasonable cause, the EC may advise in writing that membership is withdrawn, stating the reasons why this decision was reached.
 - e. When the member is advised of withdrawal of membership, notice must be given of the right of appeal. If this is taken up it will be to the Club membership at an EGM which the EC would call at a previously agreed date and time. The motion to uphold the membership withdrawal or reverse it must be in accordance with the voting procedures set out in the Club Constitution.
 - f. In the event of gross misconduct, immediate dismissal without warnings may be considered but the member will be accorded the right to present the case to the EC and given a right of appeal in accordance with sub-paragraphs c, d and e above. In the event of dismissal the EC will arrange for the member's current membership fee to be reimbursed in full.
21. Proposed alterations to any part of this Constitution must be seconded (signed by two people) and submitted in writing to the Secretary for consideration by the EC.

FLYING

22. The Executive Committee, Officers and Instructors, will be responsible for the running of the flying field at all times. Appointment to the position of Club Instructor or Examiner can only be made by the EC.
23. All flying members must attain the minimum standards of flying required under the BRF training scheme before taking the BMFA 'A' Achievement Certificate.
Whilst the club expects all members to work toward the minimum 'A' Certificate, it will not restrict un-certificated members from flying solo in the interim period before taking their 'A' certificate provided they have gained approval from the BRF Chief Flying Instructor, only he can give such approval.
24. Under achieving pilots and or those displaying falling standards which give safety concern to other members may be cautioned by the Safety Officer, the Chief Flying Instructor or an EC member.
If the member fails to improve technique they will be subject to consideration for return to 'Instruction Status' which will involve further instruction and a retest as appropriate to 'A' certificate standard.

EXECUTIVE COMMITTEE

25. The Executive Committee (EC) of the Club shall comprise of an unspecified number of officers whose duties shall include Chairman, Secretary and Treasurer.
26. Any other title or discipline deemed necessary by the EC may be appointed and any EC officer title may be combined or not as considered appropriate by the EC.
27. A quorum of any EC meeting shall consist of a majority of EC officers.
28. EC officers involved in any organisational position within the club must hold full club membership and therefore BMFA membership.
29. New EC officers shall be elected through nominations by the existing EC from the club membership and should a position become vacant or required the EC may co-opt a replacement or not as deemed necessary.
30. The EC reserve the right to carry out negotiations and make decisions in the interest of the club on behalf of the membership without consulting the members, however all decisions made on behalf of the membership will be conveyed to them verbally at club meetings, by handouts, e-mail or via the club website.
31. EC officers nominated to carry out Banking on behalf of the club are required to submit a sample of their signature for banking reference purposes.
32. The EC must be informed through the Secretary of any proposed negotiations by club members that might affect the Club as a whole. Copies of any proposed written

correspondence must be submitted to him for approval and record purposes before being sent out.

33. All withdrawals and debits from club funds must have prior EC approval.
34. The Secretary will receive an honorarium, annual or as required, to cover out of pocket expenses the amount of which will be decided by the executive committee.
35. No member of the Committee or Officer of the club may be a Committee Member or Officer of another model flying club.
36. Any EC officer wishing to resign should do so in writing.
37. Any EC officer who is absent from three consecutive Committee meetings without reasonable cause may forfeit the seat on the EC.
38. The EC may authorise, pay accounts and incur any normal liabilities on behalf of the club.
39. If an EC officer engages or becomes involved in court proceedings, whether criminal or civil in their representative capacity on behalf of the club, as opposed to capacity as a private individual, the club will indemnify the EC officer subject to its indemnity insurance in respect of any fines or damages or costs awarded against the Committee Member.
40. In the event of an EC officer being awarded damages or costs in the course of proceedings taken by them in the representative capacity, such damages or costs will belong to the Club and not the EC officer personally and upon receipt that Committee Member will pay them to the Club Treasurer.

VOTING AND CONDUCT OF MEETINGS

41. Where the EC require or request a vote from the membership a quorum shall be at least one quarter of the membership.
Voting will normally be by a show of hands, proxy votes will not be allowed.
42. Non club members may attend club meetings only or request to the secretary in reasonable time before the meeting.
43. The EC, through the Chairman has the power to ask a person to leave any meeting in the event of that person disrupting the meeting.

EXTRAORDINARY MEETINGS

44. The Secretary will convene an Extraordinary Meeting in reasonable time on request from a majority of the Executive Committee, stating the business to be discussed.

45. The Secretary shall convene an Extraordinary General Meeting of the club on receipt of a request in writing signed by not less than 50% of the members of the club, stating the business to be brought before the meeting, of which 28 days notice has been given to all members in writing stating the business to be discussed.
46. When a request for a meeting is made in accordance with Article 44 & 45 and it is not called within 28 days, the requisitioners may themselves convene an Extraordinary General Meeting of the Club by giving 28 days notice in writing to all members and duly setting out the purpose for which the meeting was called. Such a meeting shall contain a quorum of at least 50% of the membership; any resolutions passed shall have the same force and effect as if they were passed at a meeting convened by the EC, including replacement of all or some of the previous EC.

DISSOLUTION OF THE CLUB

47. Should it be considered necessary or desirable to dissolve the Club, the EC will call an Extraordinary General Meeting and should a quorum of 50% membership fail to appear, the meeting will be adjourned and a further EGM must be called. The second meeting will proceed even if a quorum is not present and the motion will then be carried by a simple majority vote.
48. On dissolution and after the sale of assets, settlement of all outstanding debts and the refund of subscriptions for the remaining part of the year to the paid up members; the funds remaining will be donated to a charity or charities to be nominated and voted upon at the time. All members will receive a final statement of accounts.

FIELD / SAFETY RULES

49. All fliers must observe field discipline and comply with the BMFA safety codes as contained within the BMFA Members Handbook which include the current Air Navigation Order (ANO and Civil Aviation Publications (CAP) legal requirements.
50. On matters of field safety needing an immediate decision the responsibility lies with club officials present at the time and any instructions must be accepted without dissent. However, should a member believe the instructions to be wrong, then he should bring this to the attention of the EC through Article 18 of the Constitution.
51. Any pilot not holding a minimum solo qualification for the type of aircraft they are flying must not fly without the supervision of an instructor (notwithstanding Article 23) 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.
52. Due consideration must be given at all times to trainee or novice pilots in the circuit. In the event that 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.

53. In the event of a busy day on the flying field the Safety officer, Chief Flying Instructor, an EC member or the most senior member will decide the number of aircraft to be airborne at any one time, the decision will take into account the type of aircraft and flying style of those present.
54. All flying is to be done in the designated area only, see separate sketch together with flying field etiquette on page 13 & 14.
55. The sketch shows a triangular shaped no-fly area and rectangular shaped pits, together these extend from the fence line roughly the length of the flying strip and extend out to a single central point at the side the flying strip. At no time are these areas to be over flown.
56. While flying is in progress pilots must observe the established flight line and stand in the designated area. Any variation to suit daily conditions may be made by an official of the club. Spectators must remain in the areas behind models in the pits or in the car park.
57. Any person wishing to enter or cross the runway area must before doing so seek clearance from any pilots flying at the time.
58. All vehicles must be parked in the designated area only.
59. Currently the 2.4GHz radio band is overwhelmingly the most popular system for modern radio controlled model aircraft and is almost universally used, the system does not require any radio frequency clash control procedures and therefore it is recommended on safety grounds that **2.4GHz is the preferred frequency** to be used on BRF flying fields.
60. Notwithstanding the above, should any member wish to use a **legal non-preferred 27MHz or 35MHz frequency** it is incumbent upon those individuals to instigate their own frequency control in making it known to all present of their intent to use one or more of these frequencies & to make any provisions necessary to prevent any possibility of a clash thus causing an accident or incident.
Such provisions will include for example not only to check with every pilot present what frequencies they are using but to ensure that people newly arriving on the field are alerted & made aware of the current use of one or more 27MHz or 35MHz frequencies.
Use of the appropriate frequency pennant on their transmitter is mandatory but must not be regarded as a substitute for the above requirements of the rule 60.
61. In the case of 27/35MHz before switching on, a pilot must ensure that his transmitter is actually operating on the frequency which he believes he is on and must display the appropriate frequency colour & number pennant on his transmitter.
It has become universally customary that 2.4GHz transmitters do not need to display a frequency pennant.
62. During organised fly-ins or any activity where non members are anticipated to attend then any special frequency control arrangements deemed necessary will be made and advised to all at the necessary pre-flight briefing on the day.

63. Models must be carried out to the flight line, taxiing it not permitted.
64. Large and heavy models **only** may be taxied from the pits exit point along the mown path to the flying circle, this only when the path, the flying circle & the pilots' box is completely clear, in other words when there is nobody else on the flight line at the time you taxi out.
Please note, this rule is intended to be a concession to genuine large models & not to be the start of unnecessary taxiing. If you need a helper just ask, you will always be able to find one.
65. In no circumstances is any model to be taxied back in the direction of the pits.
Large and/or heavy models must be carried by a suitable method or towed with the engine stopped.
66. The pits are the preferred point for starting engines but with the agreement of all pilots' currently in the pilots' box models may be started & re-started near the pilots' box. In this case model must be pointed in a safe direction away from those already flying & secured or held by a helper, no flight boxes or starting equipment are to be left on the ground during flights other than in the designated pits.
67. 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 officer or those present so that this may be carried out without the risk of over-flying the transmitter.
(In the light of 2.4mhz this rule may seem obsolete but it is still very much a part of the BMFA safety code & generally operated by all clubs that operate all legal frequencies).
68. Should an aircraft go out of control or partial control the first priority must be the safety of persons, the second priority being avoidance of damage to property. A warning is to be shouted by the pilot and which is to be taken up and repeated by other members.
69. Before starting an engine the model must be suitably restrained either by a tether or by an assistant and should always face airside or the flying strip, generally the propeller line should be parallel to the pits/fence line.
70. Under no circumstances must an engine be run unless all persons are behind the line of the propeller with the exception of the person starting the engine. When carrying out power checks all persons including the pilot are to be behind the line of the propeller.
71. In the interest of safety, assistance should be sought when running up engines and taking models to the runway for take-off, do not taxi to the strip (see article 63). It is preferred that helpers are club or BMFA members. The use of an assistant for pilots with IC Helicopters is mandatory for starting and carrying the model to the flight line, in the case of over 20kg models the helper must always be available to assist the pilot throughout the flight.

72. Appropriate use should be made of the available pit area and models should not be taken out to the flight line for starting or re-started there, flight boxes and starting equipment are not to be taken to the flight line.
73. When running engines on the ground for long periods they must never be left unattended, be properly restrained and to reduce annoyance to others restricted to the extremity of the pits area.
74. It is recommended that 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.
75. Members must ensure that their models comply with the DofE Noise Code for the Minimisation of Noise from Model Aircraft. “add on” silencers and “quiet” propellers should be fitted unless the model emits below 82 decibels at 7 metres without them. Notwithstanding if in the opinion of the Committee a model is excessively noisy in the air then it is to be grounded until rectified.
By the same token in extreme circumstances if the model fails the noise code but is judged not to sound noisy to the ear it might be allowed dispensation to fly, such dispensation would always be subject to withdrawal and a new appraisal made at any time.
76. Where a failsafe is AVAILABLE on any R/C system (which is the case on most modern 2.4GHz systems) it is a CAA legal requirement that it MUST be set and used. The minimum requirement for failsafe setting is:
For ic models the throttle must in all cases be set to idle or stop, in the case of electric power the setting must always be stop. Particular care must be taken to ensure that the Failsafe is correctly programmed. The failsafe should always be checked at the start of a session by raising the throttle above tick over and switching the transmitter off when the throttle should close to the pre-programmed point.
There is no legal requirement for the failsafe setting of control surfaces but it should be remembered that the CAA stated purpose of a failsafe is expressly to prevent a flyaway therefore any well trimmed motor glider for example could still do so if only the motor is disabled.
Any well trimmed model should therefore be set with at least one control surface deflection set to bring the model down, do not assume the model will automatically crash as soon as the radio link fails.
77. No person shall attempt to retrieve a model from any land adjacent to the flying site without prior consultation with the appointed safety officers for the day, to ensure that the situation is properly assessed and minimal disruption caused. If it is considered by the safety officers that the landowner’s permission should be sought before retrieving the model, it will be the owner of the model and one of the safety officers who must approach them for permission.
78. Mobile telephones should not be kept in close proximity to computerised transmitters.
79. Smoking is not permitted in the vicinity of inflammable fuels and materials.

80. Children must be closely supervised at all times and must not be allowed to run around the pit area or runways.
81. Under no circumstances are dogs allowed at the flying field even if on a lead or contained in a car. (Conditions of use by the landowner).
82. Any accident involving a third party or another member must be reported to an EC member as soon as possible.

GUIDE ON CARING FOR JUNIOR MEMBERS

Responsibility for junior members is shared between the parents/guardians and the club members as under.

83. A Junior Member is defined as being less than 18 years of age.
84. A responsible adult is defined as a senior member or parent/guardian who has the experience commensurate with the type and degree of supervision required.
85. 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.
86. 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.
87. No junior member under the age of 14 years shall fly a model aircraft unless supervised by a responsible adult **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.
88. No senior member is to be expected to assume responsibility for a junior member for other than direct model flying activities unless he/she has been specifically requested to do so by the junior member's parent/guardian and the member has agreed to do so
89. Notwithstanding the requirements of Paragraph 6, 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/nominated supervisor. Any instance of such an occurrence is to be reported to the Committee as soon as possible.
90. 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.

“Note to parents and guardians:

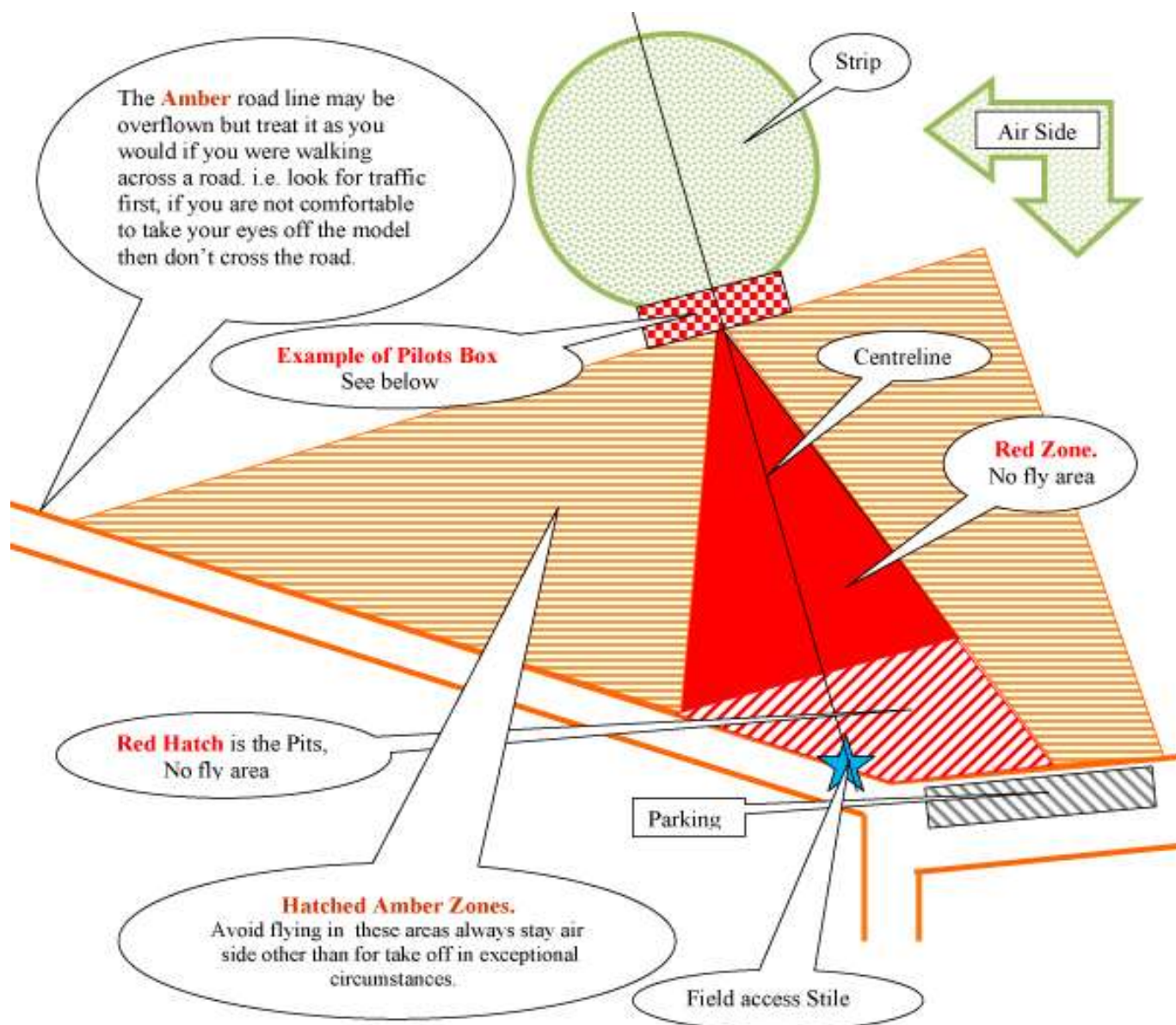
This Club does not undertake to supervise junior members other than for the actual act of model aircraft flying and associated pre-flight and post-flight procedures, unless specifically arranged. Our activities at the indoor or outdoor flying sites do not finish at a regular time and it is therefore your responsibility to ensure the well being of your child. Should you wish to leave your child at the flying site, it is your responsibility to arrange and gain agreement from one of the senior members to supervise him/her during your absence. You must arrange a collection time and ensure you are not late.

The membership form must be countersigned by the parent/guardian if the applicant is less than 18 years of age, thereby signifying you accept the conditions of junior membership.”

CHARITY GUIDELINES

91. The aim of these notes is to provide guidance to the EC when considering making donations to charity.
92. The Club’s charity guidelines are as follows :-
93. The Club should, wherever possible, support local charity events when asked, i.e. school summer fairs, firework displays, etc. whenever it is practicable to provide a relevant display of what we do. Whether or not money changes hands largely depends on the circumstances around which the event is based. These conditions should be finalised well before the day of such an event.
94. Only money raised at these events should be made available to donate to worthy causes. No money will be diverted from members’ subscriptions.
95. In the event of the club being approached to donate such money to a local worthy cause, the EC will make a decision on whether to do so or not and if so, the amount to be donated.
96. The club does not have a nominated charity.

THE FLYING FIELD LAYOUT



Please Note:

The permitted flying times at Swingate are-

09:00hrs – 18:00hrs for i.c. and EDF.

Daylight hours for Glider & Quiet Electric.

(You know what 'quiet electric' means, not noisy!).

Continued on Page 14

FLYING GUIDELINES

The **Red** no-fly zone is to be observed in all wind directions other than when it's directly in line with the centre line of the strip/stile, in which case the pits should be moved well clear and to one side of the centre line, in those circumstances only half the **Red Zone** is no-fly. The first two people on the field in these circumstances must take responsibility to move into the appropriate pits area immediately.

Please note there is absolutely no reason to overrun your landing and endanger the pits, if you are going to miss the strip then go around again avoiding the **Red Zone**.

If your motor stops then make sure you land anywhere air side of the no fly zones and pits, never endanger your club mates, observers or property.

Pilots should fly rectangular circuits to the Air Side only, don't fly around your head, if you do you will certainly breach the no fly and avoid zones.

Pilots and helpers should stand together when flying or assisting the pilot as indicated by the **Chequered Red Box** on the plan.

Guidelines for positioning of the Pilots Box:

It is essential in order to conform to the BMFA safety code to have a pilot's box where all pilots must stand when flying.

The 6 o'clock position of the pilot's box as marked on the plan is indicated as preferred but may be positioned up to 90 degrees (i.e. 3 & 9 o'clock) to the left or right on the perimeter depending on the wind.

The position should be on the back side of the strip which allows pilots to face the air side & the strip with the wind on their right or left without the need for them to encroach the **Amber & Red Zones**.

A marker consisting of a single electric fence post pushed in the ground will form the centre of the box either side of which pilots should stand.

If you wish to stand behind the model for take-off you may but not before asking other pilots before advancing onto the strip, after take-off move into the pilots box ASAP.

Always ask other pilots when retrieving a model from the strip.

The member(s) preparing the strip for flying are responsible for deciding the position of the box according to the above guidelines.

Safe Flying is No Accident !

Bloobirds Club Constitution updates:

Issue 006, 10th April 2018 updates include:

General:	References to male gender removed.
General:	Article number sequence updated. i.e. similar number clashes removed.
Field Safety Rules:	Page 8 Frequency Allocation List removed as obsolete & substituted with modified Articles 59, 60 & 61.
Field Safety Rules:	Pages 7&8 Article no's 49, 51 & 73 wording modified.
Flying Field Guidelines:	Page 14 wording modified

Issue 007, 24th May 2018 updates include:

Flying Field Guidelines:	Page 9 articles 63 - 70 Wording modified to include large model taxiing plus starting & re-starting of engines near the pilots box.
--------------------------	----------------------------------------------------------------------------------------------------------------------------------------