

**CONSTITUTION, FLYING AND
SAFETY REGULATIONS**

NOVEMBER 2019

**NEWBURY AND DISTRICT MODEL
AIRCRAFT SOCIETY**

Affiliated to the British Model Flying Association.

**PLEASE NOTE THAT IN ORDER TO KEEP ADMIN COSTS TO A MINIMUM, HARD COPIES OF THIS
RULE BOOK WILL BE ISSUED ONLY IF THE COMMITTEE CONSIDERS IT NECESSARY DUE TO
MAJOR REVISION.**

COPIES OF THE RULE BOOK MAY BE DOWNLOADED FROM THE WEBSITE

<https://nadmas.bmfa.uk/>

IT IS THE MEMBER'S RESPONSIBILITY TO ENSURE THAT HE IS AWARE OF THE LATEST VERSION.

**MEMBERS WILL BE NOTIFIED BY EMAIL OF ANY MINOR AMENDMENTS EXCEPT MEMBERS WHO
DO NOT HAVE EMAIL OR WEB ACCESS WHO WILL RECEIVE AMENDMENTS BY POST.**

NEWBURY AND DISTRICT MODEL AIRCRAFT SOCIETY
SAFETY & CONTITUTIONAL RULES

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NEWBURY AND DISTRICT MODEL AIRCRAFT SOCIETY
SAFETY RULES

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1. Introduction

NADMAS has operated from the South Stanmore Farm site since April 1991, originally under temporary planning consent and finally, with some minor changes, the club was granted formal planning consent in September 2003.

The rules in this book reflect our obligation to comply with the conditions imposed in the planning consent.

(It is worth noting that without them there would be no consent to use the site and contravention of them could lead to immediate and permanent withdrawal of the clubs right to fly at the site).

The summary of the planning consent is reproduced here.

1. The use hereby permitted shall be restricted to the following days and times:

Monday	10.00 – 18.00
Wednesday	12.00 – 21.00
Friday	12.00 – 18.00
Saturday	10.00 – 18.00
Sunday	10.00 – 18.00

and there shall be no flying on **Tuesday** and **Thursday**.

Reason: In the interest of amenity.

2. On Sunday there shall be no flying other than silent flight.

Reason: In the interest of amenity.

3. Parking on the site shall be limited to the area shown on plan dated the 27.09.1991 approved as part of the planning permission 142769.

Reason: In the interest of safety and amenity.

4. A notice of a size and design approved by the local planning authority indicating the permitted days and hours of use of the site shall be erected in a position approved by the local planning authority and therefore retained.

Reason: To ensure that flyers are informed of the terms of the condition 1.

5. No flying shall take place to the west of the line 100 metres east of and parallel to Bridleways No 3 and 15

Reason: To protect users of the bridleways.

6. Aircraft weighing more than 12kg. and aircraft powered by ducted jet, jet, pulse jet, turbo fan, or rocket propulsion shall not be flown from this site.

Reason: In the interest of safety and amenity.

7. No aircraft which emits more than 80dbA measured in accordance with the Department of the Environment Code of Practice for Noise from Model Aircraft (or any successor document) shall be flown from site.

8. No more than four aircraft shall be flown from the site at any one time.

Reason: In the interest of safety and amenity.

INFORMATIVE:

1. The applicants attention is drawn to the fact that above conditions (IF ANY) must be complied with in full before any work commencing on site failure to do so may result in enforcement action being instigated.

2. For further information regarding the discharge of the conditions or any other matters relating to the decision, please contact the case officer **Nigel Britton** on extension 2111

Decision date: 30 September 2003

Addition, all the rules are established to minimise the risks involved in flying model aircraft. They do not however constitute an exhaustive definition of safe operating practice and nothing in them should be read as detracting from the ultimate responsibility of each individual pilot for the safe operation of his aircraft.

Flying model aircraft is subject to control by the Civil Aviation Authority and there are legal obligations and implications connected with the pastime. These are extensively covered in the BMFA handbook which is deemed to be part of these rules and should be read in conjunction with this rule book. Where there is any conflict between the BMFA handbook and the NADMAS rule book the BMFA shall prevail.

In the interest of good relations with our landlord and the local community the following rules also apply

1.1 Access.

Access to the site is by way of a track which in part is shared by a bridleway. A speed limit of 10 mph must be observed along the whole length of the track.

When using that part of the track that forms part of the bridleway, members must always give priority to bridleway users, both horse riders and pedestrians. Please hold clear of the track if either are visible as you approach. If, despite this precaution, bridleway traffic is encountered while in transit, pull in to the side and switch off engine until the traffic is entirely past and clear.

1.2 Retrieval of models

When retrieving a model from the outfield please take care that the minimum of damage is caused to any crops. There is little point in a number of people trampling the crops if the model can be retrieved by one person. It can be just as helpful to note the location of the model and direct the retrieval from the flight line.

Follow the path left by the tractor to a point as close to the model as possible before venturing into the crop. When retrieving the model and before leaving the area, ensure that you have as much of the model and debris as possible paying special attention to the battery, and other electronic components.

1.3 Removal of litter

At the end of each flying session a careful check should be made before leaving to ensure that nothing has been left behind and THAT ANY LITTER HAS BEEN REMOVED.

2. Safety Officer

Responsibility for monitoring observance of these rules and dealing with cases of non-compliance rests with the safety officer. Members are asked to respect his decision and comply with his requests, or, in his absence, those of any other committee member. It is a responsibility of all members to remember 'Safe Flying is no Accident'.

2.1 Members' responsibility for safety

Notwithstanding the provisions of this rule, every member is a safety officer in their own right. If you witness a transgression, then do something about it and **politely** inform the transgressor of their error. In many cases, it is simply lack of knowledge or the sort of oversight of which we are all guilty occasionally. In cases of persistent or serious infraction, inform the committee.

3. Persons Entitled to Fly

Newbury And District Model Aircraft Society is affiliated to the British Model Flying Association and as such all members of NADMAS must be a member of the BMFA and registered with the UK civil Aviation authority. CAA Recognised Registration Competency scheme,

Persons who have paid the current year subscriptions to NADMAS, BMFA and CAA Recognised Registration Competency scheme, and who fall within the following categories are entitled to fly at the club site.

- (a) Current member whose approval as pilot dates from before 1st May 1984.
- (b) Member who have joined since 1st May 1984 and have passed the test for BMFA 'A' Certificate.
- (c) Any other member flying under the supervision of a club instructor authorised by the Training Coordinator.
- (d) Guest Pilots introduced in accordance with Rule 5.2.

The Training Coordinator will maintain a register of members in the first three categories above. Student members should ensure that their logbooks are completed prior to taking their "A" test.

4. Entry to the Pilot Area

A pilot may be accompanied within the pilot box in use by a maximum of one other person. Except with the consent of a member of the committee such persons must be members of the club. Young children, pets, and casual onlookers must not be taken or allowed to stray into this area.

5. Non-Members

5.1 Non-Flying Visitors

Members are welcome to bring friends and relatives to the flying site but please keep small children under control and ensure that there is someone minding them while you fly. Adult guests must be well briefed to keep clear of the flying area and of running engines. Uninvited casual onlookers wandering into flying area are an extreme hazard. They should immediately be asked, politely, to clear the area by the first member to notice their presence.

5.2 Visiting Pilots

Members may, on isolated occasions, introduce as guests R/C model fliers who are personally known to them and for whose competence they are prepared to vouch. Such guests may fly at the club site on condition that:

- (a) The agreement of the safety officer or, in his absence, that of another committee member, is obtained.
- (b) The guest has documentary proof of current insurance cover and CAA Recognised Registration Competency scheme.
- (c) The sponsoring member takes full responsibility acquainting his guest with these rules and monitoring his or her observance of them. Members are asked to limit their exercise of this privilege to a maximum of three occasions per year and should normally check with the secretary beforehand that the proposed visit is acceptable.

6. Car Parking (Planning para 3)

Cars may only be parked at the club site in areas designated for the purpose. (see map).

7. ACCESS TIMES

To comply with para 1 & 2 of planning consent the hours of access to the site are

Monday	10.00 to 18.00
Tuesday	USE PROHIBITED
Wednesday	12.00 to 21.00
Thursday	USE PROHIBITED
Fridays	12.00 to 18.00
Saturday	10.00 to 18.00
Sunday	10.00 to 18.00 (SILENT FLIGHT ONLY see 9.3)

A notice to this effect is placed at the entrance to the farm and next to the parking area at the field and will be maintained in good order by the committee. (planning para 4)

8. Type of Aircraft. (Planning para 6)

Flying shall be confined to propeller driven aircraft (both fixed wing and rotary wing), helicopters and Gliders, not exceeding 12Kg AUW." **Free flight "aircraft and aircraft powered by jet turbines even if driving a propeller (i.e.turbo prop) and any form of rocketry or rocket propulsion are prohibited.**

In addition, any model operated on Sundays must be either unpowered or electric powered. Helicopters flown on Sundays must be electric powered and not be larger than "450" size.

8.1 Maximum Weight of models (Planning para 6)

Present planning permission rules dictate that no model exceeding 12Kg can fly at the Stanmore flying site, however, CAA rules and BMFA guidelines shall apply and be followed at any time models larger than 7Kg (3.5kgs for multicopter) are flown.

9. NOISE (Planning Para 2, 7 & 8)

9.1 Noise emission

The maximum noise level allowable per model is 80db at full throttle measured at waist height at 7 metres from the front, port side, starboard side, and rear, as set out in the BMFA handbook.

Should any member of the committee consider that any aircraft exceeds the maximum permissible noise level then that aircraft will be grounded until a noise test can be made (See Appendix). Noise tests will be conducted in accordance with the methods set out in BMFA Handbook, and their results recorded in a dedicated logbook.

9.2 Number of models flying simultaneously

No more than 4 I.C.E powered models shall be airborne simultaneously. (Helicopters carrying out close in hovering, in the designated areas, for the purposes of training are excluded from this count.)

9.3 Silent flight

The requirement for Sunday flying to be silent prohibits i/c models being flown but does not necessarily prevent electric powered models being flown so long as they comply with the following definition:

Any model, flown or operated on a Sunday must not exceed a noise level such that, when on full throttle, and held (helicopters hovered) at shoulder height, at the windsock position, it can be heard beyond the perimeter of the field. On the West side it must not be audible from the bridleway.

Because helicopters (even electric powered) generate a considerable level of noise from the rotor blades helicopters larger than "450" size must not be flown on a Sunday.

All models must be flown in a manner that minimises the generation of noise especially from the propeller or rotor blades.

10. Flying and Safety Rules The B.M.F.A Safety Code is deemed to form part of these rules.

10.1 Transmitter and Frequency Control

The use of non-commercial and home built radio equipment is forbidden.

10.2 2.4Ghz Systems

There is no need for frequency control with these systems, neither is it necessary to display a channel identifier on the transmitter. Those operating 35hz systems should refer to appendix 1.

Use of 2.4Ghz does not preclude the member from compliance with the rules regarding numbers airborne at any one time, using designated pilots` box, or from any other rule, such as the Fail-safe checks etc.

10.3 Fail-safe settings

Radios incorporating a "Fail-safe" MUST be set up so that the throttle will be closed in the event of signal loss.

The manufacturer's default setting might be "HOLD". (i.e. unless otherwise programmed signal loss will cause all controls to "freeze" in the last commanded position).

Operation in this mode is highly dangerous and is forbidden. Fail-safes must as a minimum be pre-set to close the throttle.

Members may be asked at any time to demonstrate the correct operation of the Fail-safe mode by the Safety Officer or other member of the committee.

10.4 Pilot Box

Since all model control transmitters radiate at the same power, received signal strength will vary only with range and therefore for safe control a transmitter radiating on an adjacent channel must be no nearer to one's model than is one's own transmitter.

Making all pilots stand close together in an area i.e. designated pilot box and adhering to designated circuit patterns will satisfy this requirement. It is not best practice take a live transmitter into the active flying area when, for instance, retrieving a model.

11. Propellers

Propellers should always be checked for balance before use. The condition of the propeller should be checked before initial fitting and after every flight. Chipped or otherwise damaged propellers should be discarded. As a general rule the use of un-reinforced plastic propellers should be confined to Aircraft using two stroke engines of less than 0.25 cu in (4cc). Any other aircraft and all four strokes, irrespective of size, must be fitted with a wooden or reinforced plastic propeller. Metal propellers are totally forbidden. Members are reminded that the BMFA safety code recommends the use of rounded spinners or domed prop nuts, and that gliders and pusher powered aircraft also have rounded noses, i.e. no needle noses.

It is advisable that any new model be checked over by a member of the committee or other experienced club member. This advice is aimed at all R/C pilots, experienced and inexperienced.

12. Checks

A proper pre-flight check is a must. It should always include a check of controls full and free movement in the 'correct sense', performed while at full power. If there is the slightest doubt about the serviceability of the aircraft, shut down and investigate. Post flight checks are hardly less important, particularly after a hard landing or any abnormal behaviour of the aircraft. A thorough inspection of each model should always be carried out between flying sessions.

12.1 Pre-flight checks on arrival at the site (on each model before its first flight of the day)

- a) Check airframe for any transit damage.
- b) Check servos, linkages and control surfaces for security and damage.
- c) Check Propeller and undercarriage for security and damage.
- d) Check engine/motor for security.
- e) Check transmitter and model receiver aerials for damage.
- f) Carry out a radio range check periodically in accordance with the manufacturer's instructions and when changes or repairs have been made to the model.
- h) Test radio fail safe for correct operation if 2.4 GHz or 35Mhz with fail safe (PCM receivers). The minimum requirement MUST bring the throttle to idle or stop.

12.2 Checks Before Each Flight.

- a) If on 35 MHz obtain the correct frequency peg for the model from the frequency board.
- b) If a computer radio with multi models set up is used, check that the model displayed in the transmitter screen is correct for the model to be flown.
- c) Check that all controls move freely and do not bind and that the controls move in the correct sense.
- d) Check that all the control surfaces are in their correct position with the trims correctly set and rate switches in the correct positions.
- e) Check receiver battery sufficient for flight

All members flying helicopters must observe the BMFA code for these aircraft. This includes a requirement for rigorous testing and frequent checking of all parts of the aircraft. Members should pay attention to rotor blade condition and are specifically referred to the BMFA rules regarding the "Running up of Helicopters", and "Helicopter Rotor blade Safety", additionally you are advised to obtain a copy of "A Guide to Safe Helicopter Flying", available free on request from the BMFA.

13. Engine Starting and Running

Engines must be started with the throttle at, or near, idle. Full throttle starting is quite unnecessary and can be dangerous.

Engine RPM must be limited to no more than a fast idle within the pit area. Full power checks and prolonged ground running must take place well clear of the pit area.

13.1 I/C powered models

- a) Ensure adequate clearance from other persons and models before setting up in the pit.
- b) Before starting, the model must be restrained by a helper or a mechanical device. If a mechanical device is used ensure the model is pulled against the device so that it cannot move forward when started.
- c) When the engine has started removal of glow start and all adjustments should be carried out from behind the propeller and ensure that no persons move into close-proximity to the front of the propeller or in line with the plane of rotation of the propeller.

13.2 Electric Powered Models

- a) Electric powered models must be restrained in a similar manner to i/c models.
- b) Adequate clearance from persons and other models must be ensured before and while the flight battery is connected.

The pilot must be prepared for the motor to run to full power during this operation.

13.3 All Model Types

No model of any type should be left unattended with the engine running or the flight power battery connected. Full power checks and prolonged running must take place clear of the pit area.

14. Ground Movement of Aircraft

Aircraft will normally be carried to and from pit area. Where the size and weight of the model makes this impractical, taxiing is permitted provided that the model is kept under physical restraint (e.g. by a hand on the fin) whenever it is within or near the pit area. The air taxiing of helicopters within or near the pit area is forbidden.

15. Takeoff

Neither pilots nor their models shall enter the take-off and landing area (hereinafter referred to as the runway) until they have checked and obtained positive clearance from other pilots that it is safe to do so, by requesting "Clear to Take Off". Aircraft landing have priority over aircraft waiting to take-off. When lined up a thorough visual check all round must be made before 'brake release'. Try to avoid taking off when a model is overhead the take-off area, it is better practice to wait until they have turned onto the crosswind leg. Once their models are safely airborne pilots must take up a position in the designated pilot box.

16. General Flying

All general flying will be carried out on the 'active' side of the runway. Flying on the 'dead' side is prohibited. Low passes at high speed are forbidden along the line of the runway. "Touch and Go's" executed from a normal landing approach are permissible.

17. Congestion

Members are requested to consider others, and particularly when flying in the circuit, generally limit flight times to 10 to 15 minutes. However, whenever the number of models simultaneously airborne in the circuit is at the maximum allowed for the site, and other members are waiting to fly, a maximum flight time of 10 minutes shall apply.

18. Landing

Pilots must call "Landing" when on the downwind leg of the landing circuit.

Landings should be made on or near the runway and the aircraft taxied clear as soon as possible. If the model cannot be taxied, then the person retrieving the model is responsible for informing other pilots that he is picking up and for avoiding models landing and taking off. Before any aircraft can be retrieved from the runway the pilot must obtain clearance from other pilots to maintain a high level of safety. Whenever in the course of model retrieval a switched-on transmitter is taken outside the normal landing area, the aerial must be retracted.

19. In Flight Emergencies

Any pilot experiencing an inflight failure of engine, airframe or radio control system shall make every effort to affect an immediate safe landing. A loud call indicating the nature of the emergency (e.g. "Dead Stick" or "Radio Failure") shall be made. Other pilots must, as far as possible, keep their aircraft clear of the circuit and approach path until the emergency is concluded.

20. Circuit Direction (see map).

For the North /South circuit, clockwise circuits shall be flown with a northerly wind direction, Counter Clockwise for southerly winds.

For the East /West circuit, the direction shall be Clockwise for Westerly winds, and Counter-Clockwise for Easterly winds.

21. General Flying

All circuit flying will be oriented as in the diagram. **Every effort must be made to avoid flying nearer than 100 metres to the Bridleway.** (planning para 5).

Aircraft must not be flown low (i.e. below the horizontal) over the valley to the North. Flight south of the southern boundary is permitted to the extent necessary to accommodate reasonable landing approaches to the northbound runway and take-offs to the South, (a boundary line at 50 metres has been indicated on the map as guidance), but extended excursions south of the boundary must be avoided.

If, despite the above precautions, a request is ever received from horse riders that flying be temporarily stopped to facilitate their passage this must be immediately complied with.

General flying, (fixed and rotary wing) shall be confined to the general area indicated by the Blue box.

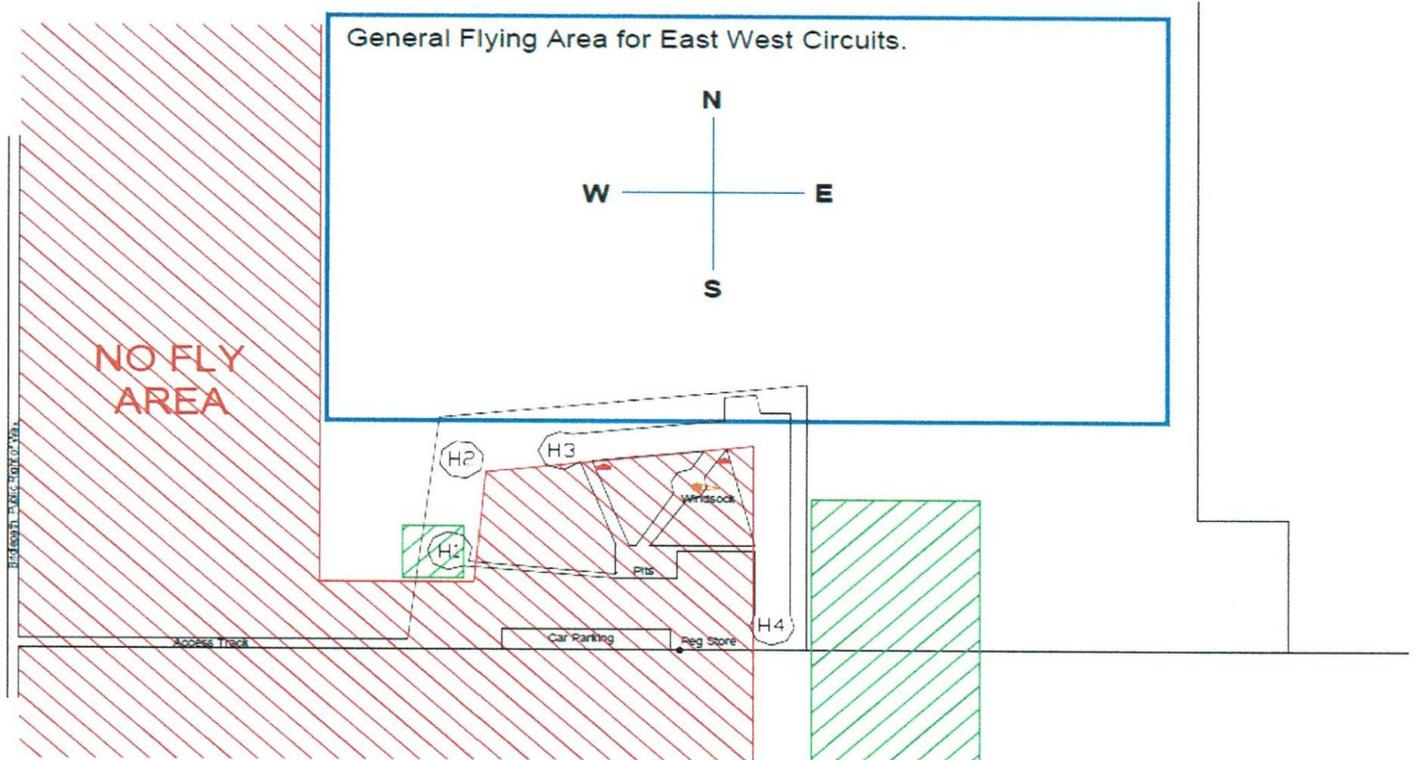
Orange Hatched area is available to extend the fixed wing circuit only if traffic levels or weather conditions require, (i.e. avoiding novices carrying out circuit practice or during winter with a low sun to the South) and exercising extreme caution when the helicopter areas are in use.

At the start of each flying session, a pilot box will be designated appropriate for the landing / take-off (prevailing wind) direction, and subsequently ALL pilots shall stand in this box

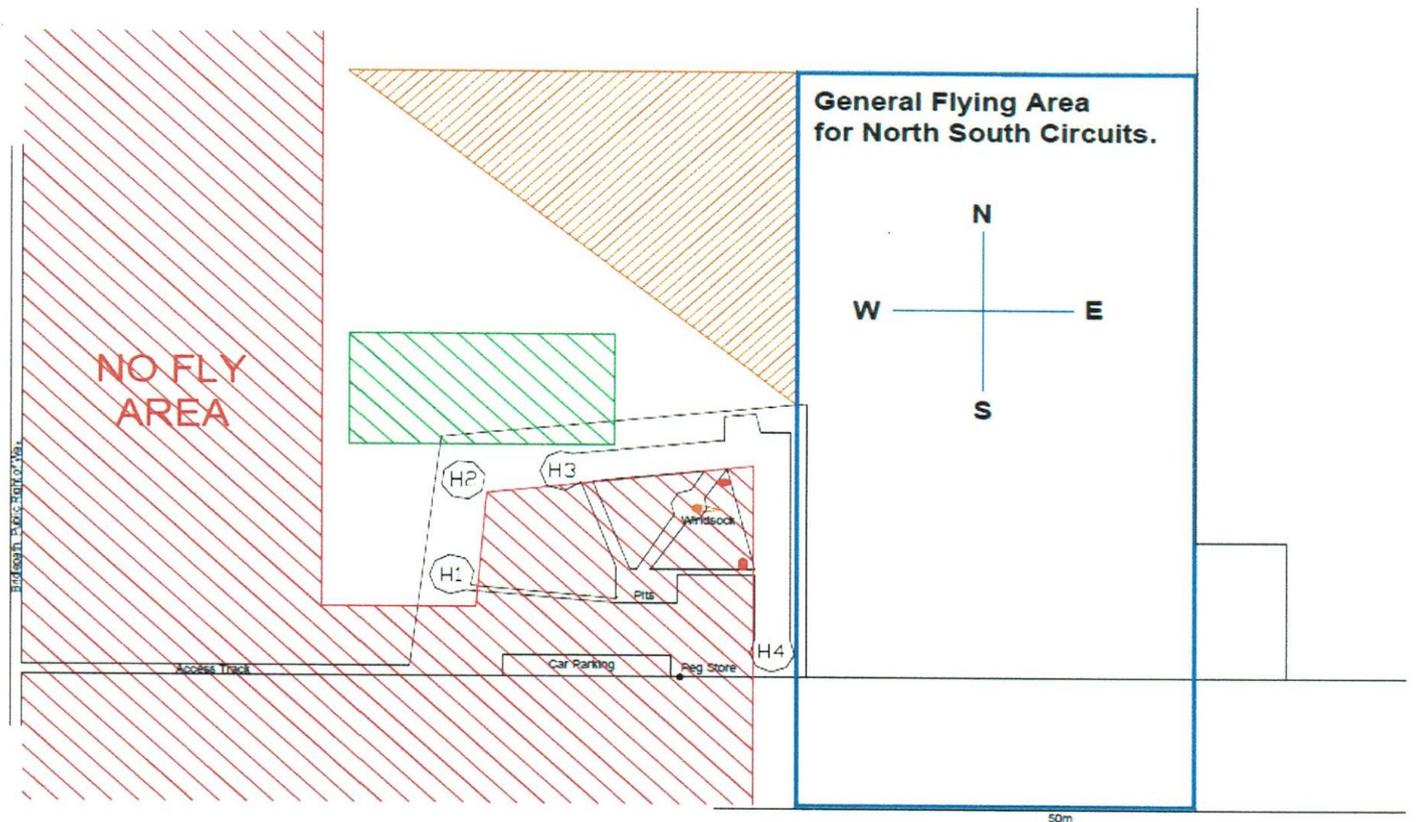
The pilot boxes suitable for the North / South strip are marked as a red spot on the map. At the field they are visible as short grass strips cut parallel to the runway.

The pilot boxes suitable for the East / West strip are marked as a red spot on the map. At the field they are visible as short grass strips cut adjacent to the runway.

Stanmore - East - West Circuit Arrangements



Stanmore - North - South Circuit Arrangements



21.1 HELICOPTER FLYING ARRANGEMENTS

When either North / South or East / West runways are in operation

Helipad 1 is permitted to be used when either North / South or East / West runways are in operation and **should be used only for close in low level (Below 3 Metres) hovering practice. Helipad 1 must not be used while helipad 2 is in use.**

When fixed wing are using North /South runway

Helipad 2 should be used for close in, low level (below 3 meters) hovering and lazy eights and advanced manoeuvres (including 3D) which if flown from this helipad must be flown beyond the Northern edge of the East/West runway, in an area bordered on the West by the brideway no fly area, and to the East by the point where the nearest (Western end of runway) walkway intersects with the East / West runway. The Northern limit of the area is left to the pilot's discretion.

(Pilots will be standing on the Southern side of the helipad 2 and will be facing North)

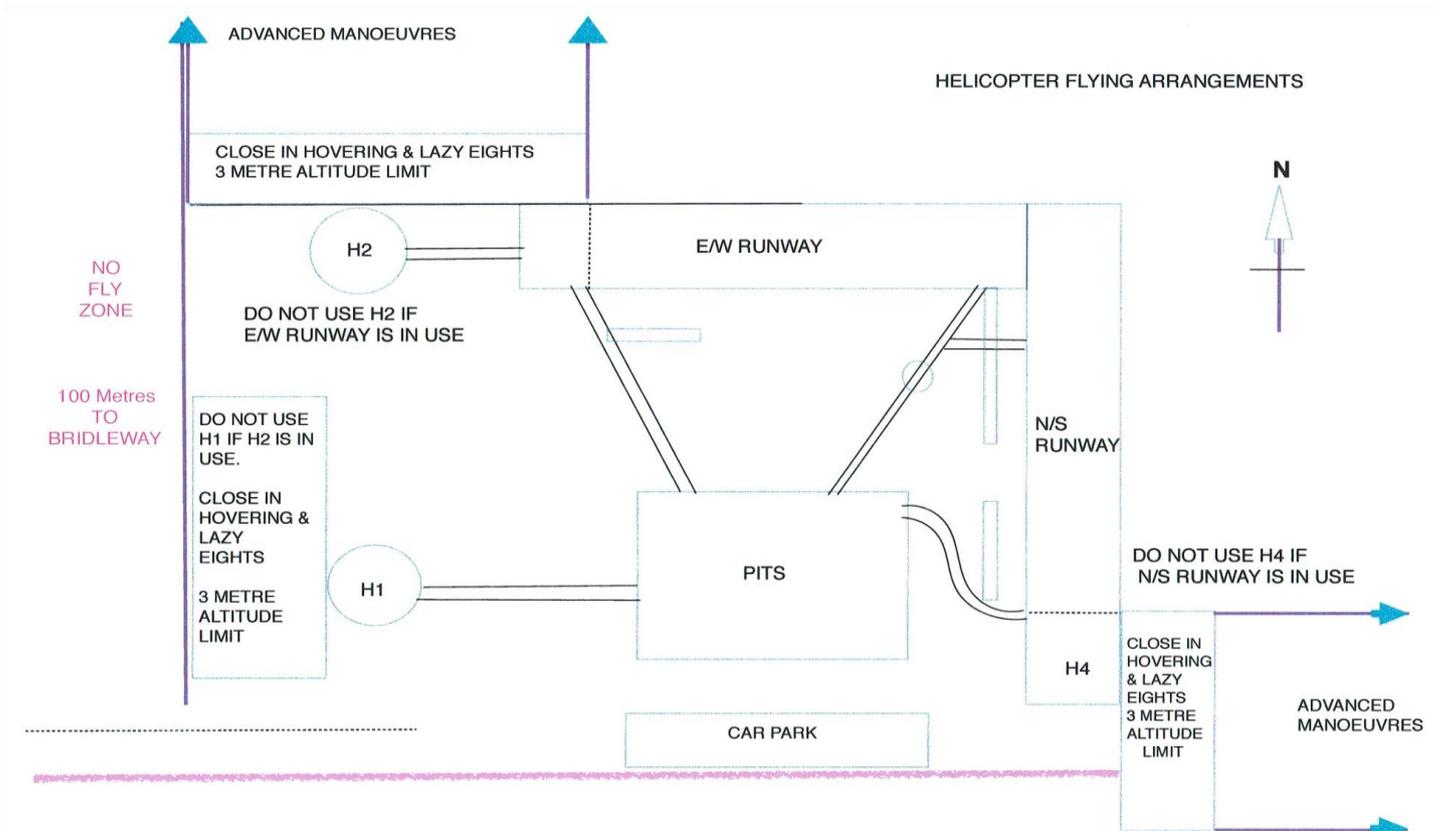
Helipad 3 serves no useful purpose and it's use is discontinued.

When East/West runway is in use by fixed wing

Helipad 4 should be used for close in low level (below 3 Metres) hovering practice and lazy eights which should be flown offset to the South and East of the Helipad.

Advanced manoeuvres (including 3D) if flown from this helipad must be flown beyond the Eastern edge of the North/South runway in an area bordered by a point 50 yards South of the runway end, and on the North by the point where the nearest (southern end of runway) walkway intersects with the North/South runway.

The Eastern limit of the area is left to the pilot's discretion (Pilots will be standing at the Southern end of the runway and will be facing East).



Manoeuvres **not involving sudden changes of direction or protracted stationary flying, hovering**, may be flown from the operational runway and pilot box in circuit along with the fixed wing traffic but due to the differing operational characteristics of Fixed and Rotary wing models consideration must be given by exponents of both disciplines to their counterparts when helicopters and fixed wing are in operation together.

22. FPV

Members flying models (fixed wing or rotary) equipped with “First Person View” video telemetry must fly them in accordance with all legal and club requirements and regulations that relate to all model flying INCLUDING THE REQUIREMENT THAT THE MODEL MUST REMAIN IN DIRECT LINE OF UNAIDED SIGHT THROUGHOUT THE FLIGHT.

Where the model weighs less than 3.5kgs take-off weight the pilot in charge is the person holding the transmitter. A second person (not wearing goggles) must stand next to the pilot in charge throughout the entire flight and act as a spotter to notify the pilot of the proximity of any full-size aircraft, people, models, or other hazard and advise him of any action he needs to take to avoid collision or infringement of regulations.

Where the model weighs 3.5kgs or more take-off weight the spotter becomes the “pilot in charge” and must have a transmitter, configured as the master, connected to the transmitter being used by the person wearing the goggles by buddy lead (or wireless equivalent), so that the spotter is able to take control of the model in any of the situations as mentioned above, or at any time he feels necessary or appropriate so as to avoid collision or infringement of regulations.

Using a camera equipped model (whether or not equipped with telemetry) for surveillance, or commercial purposes or for financial gain is classed as “aerial work” and does not fall within the definition of “model flying for recreation”. As such, additional special regulations relating to insurance and legality apply.

Any flights falling into this category must not be commenced or terminated at, or conducted from, or over, the club flying site.

Members are advised and urged to refer to BMFA club bulletin 219 published December 2014 and subsequent bulletins issued by BMFA and published on their website at www.BMFA.org .

i.e. [Home](#) >> [Multi-Rotors](#) Multirotor model aircraft equipped with cameras legal requirements and guidance. and [bmfa](#) [Info](#) >> [Model Flying Types](#) >> [First Person View \(FPV\)](#)all sections

The person in charge must not fly the model:

- a) in Class A, C, D or E airspace unless permission of the appropriate air traffic control unit has been obtained;
- b) within an aerodrome traffic zone during the notified hours of watch of the air traffic control unit (if any) at that aerodrome unless permission of any such air traffic and Small unmanned aircraft control unit has been obtained within 1 kilometre of any operational airport.
- c) at a height of more than 120 metres (400ft) above the surface;
- d) over or within 150 metres of any congested area;
- e) over or within 150 metres of an organised open-air assembly of more than 1,000 persons;
- f) within 50 metres of any vessel, vehicle or structure which is not under the control of the person in charge of the aircraft;
- g) within 50 metres of any other person, apart from the competent observer, except when taking off or landing; or
- h) within 30 metres of any other person, apart from the competent observer, during take-off or landing.

23. Interference

Following BMFA advice, members who believe they are or have experienced interference during flight should carry out the following:

1. Wrap the receiver in tin foil, (35Mhz) it is believed that microwave interference can be avoided this way as the microwave signals directly effect the circuits and components within the receiver.
2. Re-arrange the Receiver Antenna location on the model, it has been proved in some cases that repeatable interference at consistent locations can be attributed to the relationship in position between the Transmitter and Receiver Antenna.
3. If interference persists, an interference reporting form from the United Kingdom Radio Control Council is available on request from the Club Safety Officer, or other committee members. This form should be completed for each occurrence, and passed back to the Safety Officer for forwarding to the BMFA.

24. Mobile Phones

Although mobile telephones operate on frequencies far removed from our model control frequency bands they are a major addition to the increasing background radio 'noise' that our equipment has to filter out. In addition, there is increasing evidence that interaction can occur between mobile 'phones and microprocessor controlled and synthesised transmitters. Therefore, members are reminded not to use their mobile phone to make and receive calls / text messages whilst flying.

There is a risk of interference with mobile phone but the safety factor of being able to summon help if you were flying on your own and was injured or incapacitated is more important.

25. Participation in Flying displays

Only members holding BMFA 'B' Certificates may give flying displays. Members wishing to take part in displays not organised by the club must obtain permission from the committee. Failure to do so may invalidate their insurance.

APPENDIX 1 - TRANSMITTER AND FREQUENCY CONTROL 35Mhz

1.1.1 Frequency control will be affected by means of a pegboard. No transmitter may ever be switched on at the club site unless the operator is in possession of the appropriate channel peg. To guard against inadvertent violation of this rule all transmitters must, on being unloaded from member's car, be placed in the designated area (transmitter pound) adjacent to the pegboard and remain there, when not actually in use, until departure. All transmitters must be fitted with a pennant or label displaying the number of the channel to which they are tuned. No member will retain the peg for more than 20 minutes without ensuring that another person does not require the frequency. All members should be aware that a separation between radio channels of only 10KHZ can only protect against mutual interference between adjacent channels so long as the signal received by ones own aircraft is as least as strong as any signal present on an adjacent channel. Since all model control transmitters radiate at the same power, received signal strength will vary only with range and therefore for safe control a transmitter radiating on an adjacent channel must be no nearer to one's model than is one's own transmitter.

Making all pilots stand close together in the designated pilot box satisfies this condition. Accordingly, should it be necessary to operate a transmitter at full power (i.e. with aerial fully extended) from position remote from the designated pilot box the operator should be in possession of the pegs for both adjacent frequencies as well as that for his own. Likewise, aeriels should not be fully extended until at the designated pilot box

To take account of the need for Helicopter pilots to operate from a separate location during training a range of frequency bands have been set aside for Helicopter exclusive use from band 83 to 90. To prevent possible adjacent frequency interference frequency band 82 will remain unusable.

1.1.2 Radios incorporating a "Fail-safe" MUST be set up so that the throttle will be closed in the event of signal loss. Owners of Pulse Code Modulation (PCM) equipment should be aware that all PCM radios incorporate a Failsafe facility and that the default setting is usually "HOLD". I.e. unless otherwise programmed signal loss will cause all controls to "freeze" in the last commanded position. Operation in this mode is highly dangerous and is forbidden. Fail-safes must as a minimum be pre-set to close the throttle.

Members using PCM receivers may be asked at any time to demonstrate the correct operation of the Fail-Safe mode by the Safety Officer or other member of the committee.

1.1.3 The safety officer maintains a register of radio channels used by individual members. This is a most valuable means of minimising congestion on particular channels and members are asked to consult with the safety officer when deciding which channel to use. If the safety officer suggests a change of channel please co-operate if at all possible.

Members using both 35 mhm and 2.4 Ghz systems should take extra care to ensure that they are fully aware of which transmitter they are actually using at any time so as to avoid errors such as forgetting to extend the transmitter antenna on a 35 mhz set or unthinkingly switching on a 35Mhz transmitter without possession of the appropriate frequency peg.

1.1.5 If a member finds it necessary to change frequency at the field, extreme care should be exercised to ensure that the pennant is also changed, and the correct peg subsequently taken from the peg board prior to flying, generally following the procedure outlined below:

- a. Switch Off transmitter and replace current peg on Peg Board.
- b. Remove and store Pennant and crystal.
- c. Replace crystal with new channel
- d. CHECK crystal and replace pennant with correct channel Indication.
- e. If there is another member present, ask them to CHECK CAREFULLY that you have the matching crystal and pennant BEFORE obtaining the appropriate peg and switching on transmitter.

1.2 Lost / Missing Pegs

1.2.1 If any member arriving first at the flying site finds a peg missing from the board, they may go ahead and place the board in it's usual location and continue with their flying activities, however, they should NOT under any circumstances attempt to replace the peg, but should at the earliest opportunity inform the Safety Officer or Other Committee Member.

1.2.2 If the first arriving member finds the missing peg is for their frequency, they may at their own risk continue to fly, but must take into consideration the risks associated with the possibility of another member arriving who operates on the same frequency.

1.2.3 If a member arrives at the flying site and finds their required peg missing, they should first assume that the frequency is in use and place their transmitter in the pound. If it then becomes apparent that no other members have the peg, that member may proceed to fly providing they have checked and obtained agreement from ALL other members present.

1.2.4 Should there be any doubt whatsoever regarding the status or whereabouts of a peg, the Safety Officer or Other committee member if present may at their discretion quarantine that frequency until the Safety Officer or Committee are satisfied that the situation has been resolved.

1.2.5 In the event of a member accidentally removing a peg from the flying site, they should as soon as practicably or reasonably possible:

- a. Consider returning the peg to the site at the first possible opportunity, (not necessarily being the next flying session, for example if you have returned home with a peg on a Saturday you should consider returning it on Sunday).
- b. Notify the Safety Officer or other committee member of the error, and inform them of your intended actions, (i.e. You will be at the next flying session and will return the peg).

1.2.6 If you have inadvertently removed a peg from the flying site then it is YOUR responsibility to ensure it's safe and timely return. To this end you should note the following:

- a. If you are intending to return to the flying field at the next available session, DO NOT just turn up and start flying. Check with and obtain agreement from ALL other members who may already be at the site, that the frequency is not in use, BEFORE switching on your transmitter.
- b. If on your arrival you find the frequency to be in use by another member, pass the peg to that member, (if they are flying or preparing to fly), and wait until that member has finished their flight and placed their transmitter back in the pound and the peg back on the board.
- c. You may be instructed by the safety officer to destroy the peg, please ensure you do so. The Safety Officer will then make arrangements to ensure a replacement peg is provided and placed on the peg board in a safe manner

NEWBURY & DISTRICT MODEL AIRCRAFT SOCIETY
CONSTITUTIONAL RULES

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1. TITLE

The name of the society shall be the 'Newbury and District Model Aircraft Society' hereafter referred to as the Society. The Society will be affiliated to the S.M.A.E (Society of Model Aeronautical Engineers Ltd whose trading name is the British Model Flying Association, B.M.F.A).

2. OBJECTIVES.

- a) To further interest in all aspects of model aviation.
- b) To provide an adequate flying site for members use.
- c) To arrange third party insurance for members whilst flying model aircraft in accordance with the society's rules
- d) To provide members with information, advice and assistance on matters connected with the hobby.
- e) To promote competitions, discussions, meetings and social occasions.
- f) To afford members such benefits and privileges as it may be possible to arrange.

3. MEMBERSHIP

Membership shall be open to all ages and shall consist of Junior membership (under 18 years), full membership and associate membership which provide entitlement to all club activities, excluding model flying and voting rights. The committee may also appoint Honorary Members, being persons distinguished in their work in promoting the cause of model aviation in general or of the society in particular.

4. THE COMMITTEE

Management and control of the society shall be vested in the Committee. The Committee shall consist of a minimum of four members comprising. Chairman/ Woman, Secretary, Treasurer and Membership Secretary. But if no member of NADMAS is prepared to stand on the Committee in 1 of the 4 position. One of the Committee Member will integrate one of the vacant roles into their existing position, temporarily.

The offices of Chief Flying Instructor and Safety Officer will be open to election at the AGM but subject to these positions not being filled the Committee, may co-opt members. The Committee shall have power to co-opt additional members, appoint sub-committees and prescribe the function of any such sub-committee. Three members of the Committee shall form a quorum.

5. COMMITTEE MEETING

The Committee shall meet not less than 10 times in each year, whenever summoned by the Secretary, who may convene a meeting of his own accord or by direction of the Chairman/woman or by requisition signed by at least two Committee members.

It shall be the duty of the Secretary to attend in person or by deputy, all meetings of the Committee and to take minutes of the proceedings. Such minutes will be entered in a book and presented for confirmation at the following meeting.

6. ABSENCE FROM THE COMMITTEE

Any member of the Committee, who shall absent themselves from three consecutive Committee meetings without good or sufficient reason, will be understood to have resigned his position upon the Committee.

7. ELECTION OF OFFICERS

The Committee shall be elected at the Annual General Meeting and subject to the termination of office by resignation, or otherwise, shall remain in office for a period of one year.

At the end of that year all Committee Members shall retire from office but shall be eligible for re-election.

The Secretary must receive nominations of candidates for election to the Committee, not less than seven days before the AGM. Nominations to be publicised as they are received. Nominations must be made in writing and signed by the nominee, a proposer and seconder, all of who must be fully paid-up and duly elected members of the society.

Should there not be a nomination in accordance with the above, for a particular post, then, provided that a majority of members present are in favour, the Chairperson may accept nominations from the members present at the meeting.

8. ELECTION OF MEMBERS

Applications for membership of the Society shall be submitted in writing to the Secretary or Treasurer. The election of members shall be at the discretion of the Committee and until duly elected, applicants for membership will be considered as Provisional Members only, with no voting powers, although insurance cover will be automatic on receipt of fee.

9. ANNUAL SUBSCRIPTIONS.

The Annual Subscriptions will be set and reviewed annually by the Committee, as required for the effective running of the Society. **Except for juniors, a joining fee for all new members will also be required.** All subscriptions fall due on 1st January each year and any member who has not renewed by 31st January will be removed from the Register of Members forthwith. Such persons will then be liable to re-election and the payment of a further joining fee, should they wish to re-join the Society at any time thereafter.

Payment of the annual subscription will be made to the Treasurer in the name of the Society.

The onus for payment of Annual Subscriptions within the time limits specified above will rest with the individual.

Joining after September 1st means a change in the joining arrangements. **The membership fee paid shall be 50% of the current year's membership fee irrespective of the number of months remaining. Except for juniors, a joining fee at the current rate for all new members (and previous members re-joining under this arrangement) will also be required.**

"Junior Membership Rate" shall be applied to any member still in full time education, however, it will be offered only to those members who continue from school to university, or those members currently at university or on a full time educational course on reaching the age of 18. BMFA rates will remain at the senior level unless full time education has continued uninterrupted (eg. A "year out" is considered to be an interruption to continuous education).

10. RESIGNATION

Any member wishing to resign his or her membership shall do so in writing to the Secretary and upon the date of written acceptance, shall cease to have any claim on the property of the Club or to enjoy any of the privileges or benefits or membership. That person shall however remain liable for payment of any debts due to the Society.

11. USE OF THE SOCIETY' S NAME

ANY PERSON, FOR ANY TRADE, ADVERTISING OR BUSINESS PURPOSES OR IN CONNECTION WITH ANY LEGAL PROCEEDINGS, SHALL NOT USE THE NAME OF THE SOCIETY WITHOUT AUTHORITY OF THE COMMITTEE.

12. OBSERVANCE AND INTERPRETATION OF THE RULES

Every member shall abide by the Rules of the Society and also by any modification thereof, made in conformity with such rules. Failure to comply with the rules may result in suspension of membership or other disciplinary action.

13. SUSPENSION OR EXPULSION OF MEMBERS

It shall be the duty of the Committee to suspend or expel any member, should they find it in the interests of the Society or general flying safety so to do. If in the opinion of the committee the actions or behaviour of a member warrant consideration of expulsion or suspension of that member, the following BMFA recommended procedure shall be followed:

- a. The member shall be given a verbal warning by an authorised committee member in which the member is made aware of the misdemeanour and what action is reasonably required to make amends.
- b. If the member does not respond, a written warning shall be given by an authorised committee member to advise of the misdemeanour and what action is reasonably required to make amends.
- c. If the member still fails to respond, the Committee should invite him / her in writing 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 still fails to respond to reasoning or fails to attend without reasonable cause, the Committee can advise him / her in writing that the membership is withdrawn, stating the reasons why this decision was reached.
- e. Once a member has been advised of withdrawal of membership, he /she has the right to convene a general meeting as outlined in rule 15, at which an appeal may be presented.
- f. If the original decision to expel the member is duly upheld, then all or part of the annual subscription may be refunded at the discretion of the committee.

14. THE ANNUAL GENERAL MEETING

The AGM shall be held in the month of November each year, upon a date and at a time to be fixed by the committee and notified in writing to all members, not less than 14 days beforehand. The retiring Committee will conduct the business of the AGM.

The AGM shall:

- a) Receive from the Treasurer a full statement of accounts, showing receipts and payments for the fiscal year ending the 30th September. The accounts shall have been scrutinized using approved procedures by a person who is suitably qualified, who is either independent of the club altogether or, if a member, has satisfied the Committee unanimously of his impartiality in forming an opinion of the accounts. He / She shall not be a Committee Member.
- b) Receive from the Committee a report of the activities of the Society during the previous year.
- c) Elect a new Committee:
- d) Consider and vote upon any resolution duly submitted to the Secretary in accordance with rule 16
- e) Any other business.

15. EXTRA ORDINARY GENERAL MEETINGS

Such meetings may be convened at any time by the direction of the Committee or by requisition to the Secretary, in writing, stating the business for which the meeting is required, and signed by not less than twelve Full Members. At least fourteen days notice of all general meetings shall be given but non-receipt of such notice shall not invalidate such proceedings. 30% of members shall form a quorum at General Meetings.

16. AGENDA

When a matter to be discussed at a General Meeting, the text of such matter, signed by at least two Full Members, shall be given to the Secretary at least twenty-one days before the date of such meeting so that it may be included in the Agenda. A copy of the Agenda shall be sent to each Member at least 7 days prior to that meeting but non-receipt of the Agenda shall not invalidate the proceedings.

17. RIGHT TO BE PRESENT AT GENERAL MEETINGS

No Person shall take part in a General Meeting unless he or she is a duly elected full or Junior Member of the Society.

18. VOTING

Every person with a right to be present may exercise one vote. The Chairperson shall not vote unless where a casting vote is required. At General Meetings, except as provided for in rule (19), a majority of votes shall decide a resolution.

19. ALTERATIONS TO CONSTITUTIONAL RULES

Alterations to constitutional rules may only be made by a General Meeting of the Society, providing that the resolution proposing such alteration is carried by two thirds of those present at such a meeting.

No alteration or amendment shall be made to the objectives rule (2) or the dissolution rule (20), which would cause the Society to cease to be a Charity at law.

20. DISSOLUTION

The Society shall be dissolved by an extraordinary General Meeting convened by the committee or on a requisition of a majority of members. If the resolution for dissolution were duly passed, the Committee shall forthwith liquidate the affairs of the Club.

Any assets remaining after satisfying any outstanding debts and liabilities shall be given to a registered Charitable Organisation.

21. CARE AND WELFARE OF CHILDREN AND JUNIOR MEMBERS

- **A junior member is defined as being under 18 years of age.**
- **A vulnerable adult is defined as a person of 18 years of age or over but through mental or physical attributes requires a higher level of supervision than would be normally commensurate with an adult member.**
- **A responsible adult is defined as a senior member or parent/guardian who has the clearance, experience, knowledge and training commensurate with the type and degree of supervision required.**

NADMAS takes the view that the care and welfare of Juniors and Vulnerable adults should be largely a matter of good common sense, however, we have to accept that through changes in society as a whole, this attitude on its own is clearly insufficient to protect the vulnerable and our membership.

NADMAS has always encouraged young people to join our club and enjoy the hobby, this can only happen now with the full co-operation of the parent / guardian and our club members. Society is changing and the requirement for the club to protect itself and our junior and vulnerable members is recognised by our adoption and implementation of the following policy and rules.

The club rules and Policy regarding Children and Vulnerable adults is reproduced in full as Appendix 2 of this rule book.

APPENDIX 2 Rule 21 – CARE AND WELFARE OF CHILDREN AND VULNERABLE ADULTS

- **A junior member is defined as being under 18 years of age.**
- **A vulnerable adult is defined as a person of 18 years of age or over but through mental or physical attributes requires a higher level of supervision than would be normally commensurate with an adult member.**
- **A responsible adult is defined as a senior member or parent/guardian who has the clearance, experience, knowledge and training commensurate with the type and degree of supervision required.**

NADMAS takes the view that the care and welfare of Juniors and Vulnerable adults should be largely a matter of good common sense, however, we have to accept that through changes in society as a whole, this attitude on its own is clearly insufficient to protect the vulnerable and our membership.

NADMAS has always encouraged young people to join our club and enjoy the hobby, this can only happen now with the full co-operation of the parent / guardian and our club members. Society is changing and the requirement for the club to protect itself and our junior and vulnerable members is recognised by our adoption and implementation of the following policy and rules.

- 21.1 When attending any NADMAS site or function, Junior members or vulnerable adults (as defined above) must be supervised at all times by a responsible adult. The level of supervision is to be commensurate with the member's age, maturity, capabilities and levels of experience.
- 21.2 Where the member is 16 or younger or considered to be a vulnerable adult, this supervision is deemed by NADMAS to be the responsibility of the legal parent or guardian.
- 21.3 Written authority of Consent will be required in order that the junior or vulnerable adult can receive instruction from any authorised club flying instructor or examiner.
- 21.4 Regrettably a parent or guardian will not be able to bring a junior member to site and leave them on an ad hoc basis.
- 21.5 No senior member is to be expected to assume responsibility for a junior or a vulnerable adult unless he/she has been specifically requested to do so by the parent, guardian or carer. If required to do so, he/she is to assume complete and total responsibility for the child or vulnerable adult while he/she is in their charge.
- 21.6 A club welfare officer will be appointed to the committee to ensure awareness and help everyone comply with these rules and guidelines.
- 21.7 All members, parents, guardians and carers are to comply with club policies and guidelines for the promotion of welfare and care of children.
- 21.8 Should any member, parent, guardian, carer or person themselves have concerns about the welfare of any junior member or vulnerable adult, then he / she is to contact the welfare officer or other committee member.
- 21.9 Parents, Guardians and Carers should note that whilst not making it a mandatory requirement at this time, NADMAS will actively encourage any member who may find themselves working with juniors or vulnerable adults, (i.e. Committee members, Instructors and examiners), to submit themselves for checking under the CRB clearance scheme administered by the BMFA. The Club Welfare Officer shall keep a register of those members who have obtained CRB clearance.
- 21.10 Should any member, parent, guardian, carer or person themselves have concerns that a situation may be arising which is outside the scope of these rules and guidelines, then the concerns should be raised with the Welfare Officer or other committee member at the earliest possible opportunity, and in the interim, reference may be made to the BMFA policy document, (available from the committee or the BMFA website), for further guidance.

Whilst this Club has a moral and statutory duty to take all reasonable steps to ensure the general welfare and protection of children and vulnerable adult members, in particular during the actual act of model aircraft flying and associated pre-flight and post-flight procedures, the Club will not undertake the all encompassing responsibilities of those acting in the role of guardians or carers unless specifically arranged.

HISTORY			
DATE	AMENDMENT	AUTHOR	
07/01/2000	New Issue, Combined Safety & Constitution	RJW	
02/03/2000	Minor Changes	RJW	
04/05/2002	Document checked and amended for publication on the internet. Note added to indicate rule revision in progress for Membury.	RJW	
15/12/2002	Initial amendments by Rules revision Sub-Committee	RJW	
11/02/2003	Up Issued to Issue 2, following completion of amendments by Rules Sub-Committee, and the inclusion of new site maps.	RJW / PL	
19/02/2003	Minor corrections and Ratified by full committee meeting for issue.	PL	
Annual Minor Change and Update Record			
Date	Details	Pages Affected	Author
19/11/2003	Rule changes at AGM 2003, Planning Changes to Stanmore Rules 2003, Front cover new committee, addition of this table.	1,3,7,8,9,10,13,14,15,20	PL
25/11/2004	Safety and Constitutional Rule changes as ratified at AGM 2004	1,3,9,10,12,14, 20	PL
01/2006	New Committee, changes to Membury arrangements, removal of Membury Layout.	1,14,18,19	PL
01/2007	New Committee, amendments to Rule 21, minor changes to Membury information.	1, 2,14,18,19,	PL
01/2008	Committee removed, Membury details amended, 2.4Ghz added to TX control	1,4,18	PL
04/2011	Committee amended. Membury removed Minor amendements to text removing reference to multiple sites	5,7,8,15,18	RJ
05/2011	amendment to rule 1.1.4 re 2.4 Ghz transmitter control. Additional detail re BMFA fees for students.	4,12	RJ
02/2012	Changes to rule 2, 3, 16, more detailed description of checks required & engine starting routines. renumbering of rules, page numbers & updating index to suit. Removal of previously redundant page 18 subsequent pages renumbered	6,7	GC/RJ

Date	Details	Pages Affected	Author
03/2015	Additional rule (number7) inserted relating to FPV. subsequent rules and pages renumbered. Index updated to suit		RJ
04/2015	Amendment to appendix1 para 1.3 clarifying types of aircraft to be flown	17	RJ
02/2016	Amendment to constitution (rule 9) relating to fees for new junior members and late joiners (as approved at AGM November 2015)	14	RJ
04/2017	refinement of rule 9; persons entitled to fly. correction of indexing.		RJ
10/2018	add definition of silent flight on Sunday, Changes to and clarification of Helicopter flying arrangements. Moving 35 Mhz procedures to Appendix 1 Removal of Stanmore site from Appendix & including it in main body. Inclusion of Planning Consent in introduction add reference to preventing crop damage. some other minor rewording. rearranging and renumbering paragraphs to suit.		
11/2019	Amendment to paragraph 3, Persons Entitled to Fly. Add , and registered with the UK civil Aviation authority. CAA Recognised Registration Competency scheme, and CAA Recognised Registration Competency scheme, and who fall within the following categories are entitled to fly at the club site.	5	DN
11/2019	Amendment to paragraph 5.2 Visiting Pilots a. The guest has documentary proof of current insurance cover and CAA Recognised Registration Competency scheme.	6	DN
11/2019	Amendment to paragraph 24. Mobile Phones Remove BMFA recommendations ADD Therefore, members are reminded not to use your mobile phone to make and receive calls / text messages whilst flying. There is a risk of interference with mobile phone but the safety factor of being able to summon help if you were flying on your own and was injured or incapacitated is more important.	14	DN
11/2019	Amendment APPENDIX 1 - TRANSMITTER AND FREQUENCY CONTROL 35Mhz Remove positioned adjacent to the cone. The cone should be placed in a position adjacent to the model release point approximately 4 metres to one side of the runway. REPLACED Likewise, aeriels should not be fully extended until at the designated pilot box.	15	DN
11/2019	Amendment to paragraph 4. THE COMMITTEE ADD . But if no member of NADMAS is prepared to stand on the Committee in 1 of the 4 position. One of the Committee Member will integrate one of the vacant roles into their existing position, temporarily.	18	DN
11/2019	Amendment to paragraph 14. THE ANNUAL GENERAL MEETING ADD The accounts shall have been scrutinized using approved procedures by a person who is suitably qualified, who is either independent of the club altogether or, if a member, has satisfied the Committee unanimously of his impartiality in forming an opinion of the accounts. He / She shall not be a Committee Member	20	DN
11/2019	Amendment to front page. new NADMAS web address: https://nadmas.bmfa.uk/	0	DN
To keep administration to a minimum, this rule book will not be re-issued in full unless major changes require it. Minor changes as required due to changes in BMFA rules or planning consents shall be accommodated by the issue of affected pages only, which shall be recorded in this table. The page footers shall reflect the date of the changes as indicated in this table, and copies generally distributed to members with the annual membership renewals.			