

# Goosedale Rules - 2018<sup>v3</sup>

## **Club Committee**

Chairman	Mike Brentnall
Vice Chairman	Garry White
Treasurer	Peter Moseley
Secretary	Brian Marshall
Membership Secretary	Derek Holey
Chief Safety Officer	Malcolm Swinburne
Website Administrator	Angus Cook
Liaison/publicity Officer	Peter White
Child Protection Officer	Frank Langford

## **Support Officers**

Safety Officers (fixed wing)	Roy Jacklin & Charlie Teer
Safety Officer (heli)	Darryl Hinde
Sound Meter Officers	Dave Parnham

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# SECTION 1. - Constitution

## **1. Club Identity -**

The club shall be known as GOOSEDALE MODEL FLYING CLUB' and is affiliated to the BMFA in this name. The BMFA number is 0680

## **2. Aims -**

To promote the safe operation of model aircraft as a sport to be enjoyed by people of all ages and to encourage members to achieve the highest standards of flying through the BMFA achievement scheme to the limit of their ability. The club does not promote the operation or flying of Multi Rotor or Rotary Winged Models.

## **3. Membership Eligibility -**

Subject to the Membership Limitation in sub section 4. the club is currently open to applications from new members who wish to fly Fixed Wing Aircraft.

Applications for membership ~~can~~ should be sent by post and ~~made in person to any committee member, though postal applications should be~~ addressed to the Membership secretary. All club members must have insurance to cover their flying activities and it is required that this insurance be obtained by taking out membership with the BMFA. **Proof of BMFA membership must be shown**, or must accompany postal applications before club membership is granted.

## **New Members Probation Rule**

By signing to become a member of Goosedale Model Flying Club, New Members (and those who are rejoining after a break of membership of 12 months or more) are agreeing to an initial probationary membership period of 3 months.

This probationary period allows the new member to be assessed, by the club, as to their conduct and suitability for continued membership for the rest of the membership year.

If at any time during this probationary period the majority on the club's voting committee are not satisfied with the new member's suitability as a club member - due to a repeat breach of club rules, or a gross breach of club rules, or through actions bringing the club or sport into disrepute - then the probationary member will be advised of this in writing.

This will inform them that the club's committee has decided not to grant them full membership to the Goosedale MFC and that their membership will be immediately revoked - as a consequence they will no longer be able to fly models at the Goosedale MFC site. Their remaining membership payment will be refunded on a pro rata basis.

Those who fail their membership probation will not be permitted to reapply for club membership for a period of 3 years from the start date of their currently revoked / expired probationary membership period. It should be noted that after the probationary period, members are still subject to the club's rules on Discipline, which apply at all times to all members.

## **4. Membership Limitation -**

The club has set a maximum limit on membership of 60. If applications to join exceed this limit, a waiting list will be established on a "first come, first served" basis.

## **5. Membership Responsibilities -**

All legal requirements applicable to the flying of model aircraft are implicitly embodied in the club rules.

Members are expected to adhere to club rules and regulations and the filling in of the membership form requires that the applicant sign to this effect.

Members will be responsible for the behaviour of any guest(s) they may introduce to club activities either at club meetings or at the flying site. A guest may fly on a maximum of three occasions per year. There will be no limit on the number of occasions a guest attends club meetings. Guest flyers must be members of BMFA.

Non-members are not permitted to undergo tests whilst visiting, unless pre arranged with the committee.

To encourage new members to model flying clubs, the BMFA insurance extends its Personal Accident Cover with its 'First Time Inexperienced Flyer' provision.

This covers those first time visitors to our club, who wish to try out model flying, prior to joining our club and the BMFA.

This 'First Time Inexperienced Flyer' provision will only be in place when flights are being totally organised and supervised by a club instructor.

The limit of this cover is 3 separate day visits for any single inexperienced flyer.

Our club, therefore, must adhere to these limits set by the BMFA insurance cover when giving 'trial flights' to First Time Inexperienced Flyers.

Such 'trial flights' must always be conducted using the 'Buddy Box System'.

Members accept that their ~~name, address and telephone number~~ data will be held on a computer database. ~~The use of the data you provide is detailed in the Goosedale Flying Club Privacy Notice and is governed by the General Data Protection Regulations (GDPR). The Privacy Notice can be found on the Club Website ( A printed copy is available on request from the Club Secretary) as defined by the **Data Protection Act.**~~

~~This information is held for club use only and will be treated as confidential and will not be disclosed to any third party, with the sole exception of complying with the club's flying field licence. The licence states under section 3, subsection vii, the following: "To keep the owners informed of the club membership with their names and addresses on the condition that the owners shall keep all personal information secure and not disclose the same to any third party without concerned members' permission and knowledge unless legally obligated."~~

Members will be required to produce, on request by a club official, proof of BMFA membership and, where applicable, LMA/ CAA large model exemption certificates.

## **6. Junior Members and Vulnerable Adults -**

- All members, parents, guardians and carers are to comply with BMFA and club policies and guidelines for the promotion of welfare and care of juniors and vulnerable adults.

- A junior member / child is defined, by the club and the BMFA, 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.

- The Parents/Guardian of any Junior Member must provide their written consent before the Junior is allowed to take part in club activities

- ***Junior members must be supervised at all times by a responsible adult.***

This means ***junior members are NOT allowed to fly alone*** at Goosedale MFC.

***The level of supervision is to be commensurate with the junior member's age, maturity, capabilities and levels of experience.*** And this consideration, as to the level of supervision, also applies to when juniors cross the road to the club hut, or enter into the club hut.

When a junior or vulnerable adult wishes ***to use THE URINAL inside the club hut***, then, for their safety and to avoid any other members placing themselves in a position that could be open to misinterpretation or question, the parent / guardian / carer should accompany the junior or vulnerable adult to the club hut and, having checked no one else is in the hut, 'stand guard' at the door of the hut whilst the member under their supervision goes inside and uses the facility.

- 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 – ***neither the Club, nor its members, will undertake the all***

*encompassing responsibilities of acting the role of guardian or carer*, unless this has specifically been arranged for.

• Note to parents, guardians and carers:

Our activities at the flying site do not finish at a regular time. It is therefore your responsibility to ensure the well being of your charge over and above arranging a predetermined collection time.

Should you leave a child or a vulnerable adult at the flying site, ***it is your responsibility to arrange for a responsible adult to supervise*** him/her during your absence and to ***make arrangements for them to be able to contact you***, if necessary e.g. bad weather stops flying or ill health.

Should your child have any special medical or physical needs you are required to advise the Club in writing.

• ***No senior member is to be expected to assume responsibility*** for a child 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 whilst he/she is at Goosedale Model Flying Club.

## **7. Membership Subscriptions:**

- The club membership year runs from 1st March to the last day of the following February.
- Annual subscriptions are to be paid prior to 1st March, with no flying from the 1st March until payment is made.
- Members offering late renewal payment, after 31st March will find themselves joining a waiting list, if such a list is present at that time.
- Renewing membership after 31st March (vacancies permitting) will incur an additional £5 administration fee, along with the cost of a full year's membership.
- The club's Junior Rates will apply to members who are under 18 years of age at the start of the membership year.
- New members and members rejoining after being non members for at least the previous 12 months will incur a £5 joining fee and may join (vacancies permitting) at any time during the year at a pro rata rate.  
Example for 2016:  
Seniors: a £5 joining fee plus £6 x the number of remaining months up to and including February 2017.  
Juniors, who are under 18 years at the start of the club year ie. 1st March, a £5 joining fee, plus £1.50 x the number of remaining months up to and including February 2017.
- Note that any part months are charged at the full monthly rate.

## **8. Discipline -**

The club wishes to retain its flying facilities and not suffer their loss or further limitations on their use. Also the club seeks to promote safe flight and harmony within the membership. These aims and the fact that even small breaches of club rules have the potential for unexpected and significant consequences necessitates that the club both upholds its rules - and is seen to uphold its rules.

Therefore, any disciplinary measures imposed for the infringement of apparently minor rules should not be seen as needless or Draconian, but rather viewed in the context of maintaining safety, harmony and of retaining our club's flying facilities.

Club rules apply equally to **all members**.

All members are responsible for flying site discipline.

The Club Safety Officers and committee members and club instructors are empowered to enforce safe flying practices at all times.

Pilots who ignore the "No Fly Zones", club noise limits, club flight time restrictions, model suitability restrictions, or safety rules:

Prompt action may be taken, if necessary, against such pilots by any 2 club members .

Members not adhering to these limits / rules, will receive one warning.

If they transgress a second time, they will be asked to stand down for the rest of the day.

If this situation occurs on a subsequent day, they will receive a written warning.

After that, any further breach of the limit / rules in question, will result in loss of membership.

Serious breaches of club rules or unsafe flying will be referred to the committee who will decide on appropriate disciplinary action, if required.

### **9. Rule Change -**

The committee may introduce new rules or rule changes, where they consider this necessary.

These will be posted on the club website and will be broadcast to all members via their email addresses – hence it's important to advise the club of any changes in your contact details.

If you see a need for an alteration or addition to a club rule, then you can request that the committee consider your proposal – see section: Communication with the Committee.

If you consider that the final decision of the committee is at odds with that of the membership, then you should request that the issue be voted upon, by the membership, at the next AGM.

### **10. Training Policy -**

The club encourages participation in the approved BMFA flight training programme and seeks the support of members willing to assist in this area.

The club operates the BMFA Achievement Scheme and in support of this have a number of registered **examiners**. The club has a number of **instructors** registered with the BMFA and a current list will be found posted inside the 'club hut'.

### **Becoming an Instructor**

Those interested in becoming a fixed wing club instructor will require to have held a fixed wing "A" certificate for at least 6 months. They should contact a member of the committee with their request.

Applicants will be required to demonstrate their suitability for the role to either a Club Examiner, or a participating Club Instructor who holds a 'B' certificate, and appointment to becoming a Club Instructor will be at their discretion.

### **11. Club Meetings -**

The Annual General Meeting will take place in February each year and will follow the general format:-

Apologies, Minutes of previous AGM, Matters arising, Officers reports, Membership subscriptions, Rule changes, Election of new committee.

An EGM may be called at the discretion of the committee or on receipt of a written request signed by a minimum of 20% of members stating the reason for the request. Notification of an EGM will be advised to members by the secretary at least 14 days prior to the meeting and will state the time, place and reason for the meeting.

No business other than that for which the EGM was called will be discussed at that meeting unless directly related to a decision made at the EGM.

### **12. Club Committee -**

~~The committee will comprise the following officers:-~~

~~Chairman, Vice Chairman, Secretary, Membership Secretary, Treasurer, 2 Chief Safety Officers, Publicity & Liaison Officer, Website Administrator, Child Protection Officer and additional members (who will act as Safety Officers and noise monitors, etc.)~~

~~The working committee shall vote on club issues as and when required and shall comprise a quorum of 4 from the following positions:- Chairman, Vice Chairman, Secretary, Membership Secretary, Treasurer, Chief Safety Officers, Publicity & Liaison Officer, Website Administrator and Child Protection Officer.~~

The committee will comprise the following officers:-

Chairman, Vice Chairman, Secretary, Membership Secretary, Treasurer, Chief Safety Officer, Publicity & Liaison Officer, Website Administrator, Child Protection Officer and additional members (who will act as Safety Officers and noise monitors, etc.)

Each member of the committee shall be able to vote on club issues as and when required. When issues are voted on a minimum of 4 Committee members must vote.

An AGM quorum will comprise 25% of membership.

### **13. Communication with the Committee -**

Members with a request or grievance should bring this to the attention of a committee member.

**Please make it clear, at the time, if you wish the matter to be presented to the committee.**

If so, that committee member will then present the matter to the whole committee for a decision and the initiating member will be advised of the outcome.

Alternatively, you may contact the committee by emailing - [goosedalemfccommittee@yahoo.co.uk](mailto:goosedalemfccommittee@yahoo.co.uk)

# SECTION 2. - General Operating Rules

## 1. Radio Frequency Allocation -

2.4 Ghz and 35 Mhz at frequencies 55 to 90 inclusive.

Frequency Control for 35 Mhz is by a 'PEG ON THE BOARD' system and members should always bring to the field a 'spring type' clothes peg on which they have clearly written their NAME and the CHANNEL NUMBER they will be using.

With the 'PEG ON THE BOARD' system, BEFORE switching on their transmitter, the member clips their peg to the peg board at the location appropriate to their TRANSMITTER CHANNEL NUMBER. At the end of their flight they switch off their transmitter BEFORE retrieving their peg from the peg board.

If you will be using more than one channel frequency during your flying session, then you will require to bring with you a separate peg for each of the channels you will be using.

The 'Peg On The Board' system is for 35mhz users only. No peg is required for 2.4ghz transmitters.

Channel numbered orange pennants for 35mhz, or plain black pennants for 2.4ghz, MUST be attached to the transmitter aerial at all times to indicate the channel number and frequency band in use.

At busy times, when members are waiting for a frequency to become available, it should only be occupied for a maximum 20 minutes per occasion.

## 2. Noise Control -

All I.C. powered aircraft **MUST** comply with current BMFA noise recommendations and it is the policy of the club to achieve minimum practicable noise levels. Models will be noise tested and **noisy models will NOT be permitted to fly.**

The club's two Noise Control Officers will carry out noise tests when required.

If the model passes the test, they will issue a card detailing the model, engine, silencer, prop and the date the Noise test was carried out.

This card will only be valid for the particular tested combination of these items.

This card can then be produced at future dates, should the noise produced be challenged.

## 3. Flight Safety -

Members *are expected to be able to show* that they have read and understand the BMFA Safety Codes before operating their models.

For their own safety, visitors are not allowed to spectate in the pits area, or on the flight lines.

Models must be restrained when starting or running in the pits area and models should not be started or run in the car park. Also, models should not be assembled, dismantled or left on the ground in the car park – a model or even a member assembling a model may present such a low profile that they are not seen by a reversing driver.

Prolonged engine running shall not be carried out in the pits area, as this can be distracting to pilots who are flying.

Models must not be taxied in the pits area.

For the safety of other pilots, it is prohibited for any plane to be launched or to take off towards the pilots' box. (i.e. no launch or start of take-off is to take place from a position downwind of the pilots' box). The only exception to this is when the pilots' box is manned **ONLY** by the pilot who is undertaking this otherwise prohibited manoeuvre. (A vigilant assistant is allowed to be with him).

For 'touch and go' flying, the touchdown point should accommodate the same safety principles, such that the 'power up' phase takes place as the plane has passed the pilots' box. If this is not possible with the plane in question, then the 'touch and goes' should likewise, only be performed on the basis of the exception.



At busy times circuits will be flown such that the flight line / pilot box is passed on the upwind leg.

When taxiing from the field back to the flight line, models must not be pointed in the direction of the pits.

Members should display courtesy to operators of large models and, by agreement, allow these models to have clear air space if the operator requests it. It is stressed that this rule is to be applied by agreement of the fliers present at the time.

The flight line shall be established such that the sports fields fall within the '**No Fly**' zone as defined in the BMFA Safety Code. No flying is permitted over Goosedale House, the trees surrounding Goosedale House or within 100 meters of Goosedale Cottages or over the lakes at any time. Full details of the field layout which details the "**No Fly Zones**" are attached at the end of this document. Care should be taken to position the models in such a way to avoid any threat to these areas.

Any member deliberately flying in a manner which is likely to cause danger or damage to persons or property, will be subject to disciplinary action by the committee.

The following applies to **Fixed-Wing IC** and **Electric and 'Silent Flight Electric'** –

### **Fixed Wing Training -**

For those without an 'A' or 'B' certificate, initially flying is only permitted under the supervision of a club instructor and must be performed using a '**Buddy Box**' system.

Once the instructor is satisfied that the trainee is safe to fly solo, then the trainee may begin flying without a 'Buddy Box'. This is **providing that at all times** the trainee has an "A" or "B" certificate holder at the side of them - to give assistance or advice if required.

**However**, even when the trainee has reached this stage, the **trainee's first flight of each flying session must be accompanied by a club instructor and if a different aircraft is used they must again be on a buddy lead** until the instructor is once more satisfied with their flying.

If the instructor is uncertain that the trainee can cope with the conditions of the day, or feels that they have been absent from flying practice for too long, or if he is at any time not satisfied with the quality of flying, **he may insist that further flights are made on the Buddy Box.**

As a guide to instructors – so as to promote consistency in the implementation of any 'Pre 'A' certificate flying, without a Buddy Box' – the qualifying trainee should be able to:

- ▲ provide correct answers regarding no fly zones.
- ▲ perform an acceptable take-off with that particular aircraft. (Where appropriate, the use of an assistant to hand launch is acceptable.)
- ▲ execute controlled turns and show good pitch and height management.
- ▲ cope with 'deadstick' emergencies, though as long as this has previously been demonstrated, this does not need to be demonstrated on all 'proving flights'.
- ▲ position a good landing approach and with appropriate use of throttle produce an acceptable landing.

The club operates a fixed wing trainer aircraft which has been provided with the sole aim of providing persons considering taking up the hobby a means to try before they buy. Such persons are insured under BMFA insurance to fly on a maximum of 3 days before they are required to purchase their own BMFA insurance. For a small fee the club trainer may be used by them during these 3 days whilst on a buddy lead and under instruction by a Club Instructor. It is not intended that such trainees continue using the club trainer after the 3 days have expired and they will therefore need to purchase their own equipment

### **Turbine Powered Planes**

Models of this type are not allowed to operate or fly at Goosedale Model Flying Club site



## **Rotary Wing Aircraft**

The flying of models of this type is not allowed at the field other than by those members who joined the club prior to 1st April 2016.

## **Multi Rotor Models**

Any member of the club who holds a minimum proficiency of an 'A' certificate in respect of Fixed Wing Aircraft may fly models of this type.

After much debate, the Committee have agreed that the training stage of Rotary Winged and Multi Rotor Models flying does not require the use of the Buddy Box system.

## **Lone Flying**

After the December 2011 AGM vote, Lone Flying is now permitted and is no longer restricted to quiet electric park flyer models of up to 1 pound in weight (453 gms).

However, in line with BMFA recommendations – flying alone should be avoided if at all possible. Those who decide to Lone Fly should, before doing so, think through what actions they will take and exactly how they will cope should an accident befall them. Also consider, if you do manage to summon an ambulance, who will then safeguard your models and equipment while you are being rushed into hospital. 'Out of the blue', accidents DO happen. Saying, or believing that you will not have an accident, is not protection against having one.

The flying field has been registered with the Air Ambulance and there is the address and grid reference information, as to Goosedale's exact location, posted on a sign fixed on the outside of the 'club hut'.

Should an aircraft go out of control, the priority must be for the safety of persons in the area. A warning must be shouted by the pilot, to inform others who are present. This warning should be reiterated by other members, so everyone present is made aware of the danger.

**And if you have sufficient control, always sacrifice the model rather than cause an injury.**

All 'incidents' shall be reported to the committee as soon as practicable.

The use of pyrotechnics in the air or on the ground is prohibited.

## **4. Flight Recommendations -**

Prior to flying a new or rebuilt model, it is recommended to have an experienced club member examine the model with the owner for any defects which might cause a safety issue. It is recommended that clear air space be provided on such flight occasions.

Range checking, battery charge levels, airframe security, correct operation of flying surfaces, these should be checks for each of us, but particularly for Instructors assisting with models of members who have limited experience.

## **5. Flying Times -**

Unless otherwise specified in writing, flying times will be from 11.00am to 5.30pm daily for IC models and 11.00 am to 7.45 pm daily for silent and quiet electric flight, with access to the site from 10.00am until 8.00pm.

## **6. General -**

Members must be prepared to produce their membership and BMFA cards if requested to do so by the landowner, or a committee member.

Members must not bring, or allow others to bring, dogs onto the field (Other than Guide Dogs).

Only the following persons are allowed in the Pits Area

- Pilots who hold BMFA Insurance
- First Time/Inexperienced Flyers who are flying in accordance with the provisions detailed under Section 1 Membership Responsibilities
- Other Persons who hold BMFA insurance and are invited into the Pits area by a member of the club and are accompanied by such member whilst they are in the Pits area.

**Our landowner has requested that we no longer 'toilet' outside in the hedgerow etc – please use the urinal in the 'club hut' and, when doing so, we would appreciate care being taken to make an accurate 'spot landing'.**

**Also the club has been asked not to restrict access to Goosedale Hall by parking anywhere on the access road. We must ONLY park in our club car park. And please be vigilant of any vehicles stopping to spectate – Goosedale Hall will not distinguish between members and non member's vehicles, but will link our club with any such restriction to their access. We must therefore ask such spectator's vehicles to move to our car park – from there, they can continue to watch our activities.**

**NB. Addition, or modification to the Goosedale Rule Book, which have been made since the 23<sup>rd</sup> February 2018 AGM, are shown in red text. If you have any issues with these changes / additions, please contact one of the committee members, or email the committee - see section: Communication with the Committee.**

Agreed by the working committee of Goosedale Model Flying Club.

A paper copy of these rules are available from committee members.

## CHANGE LOG

Version 1 - Consolidation of changes made through 2017

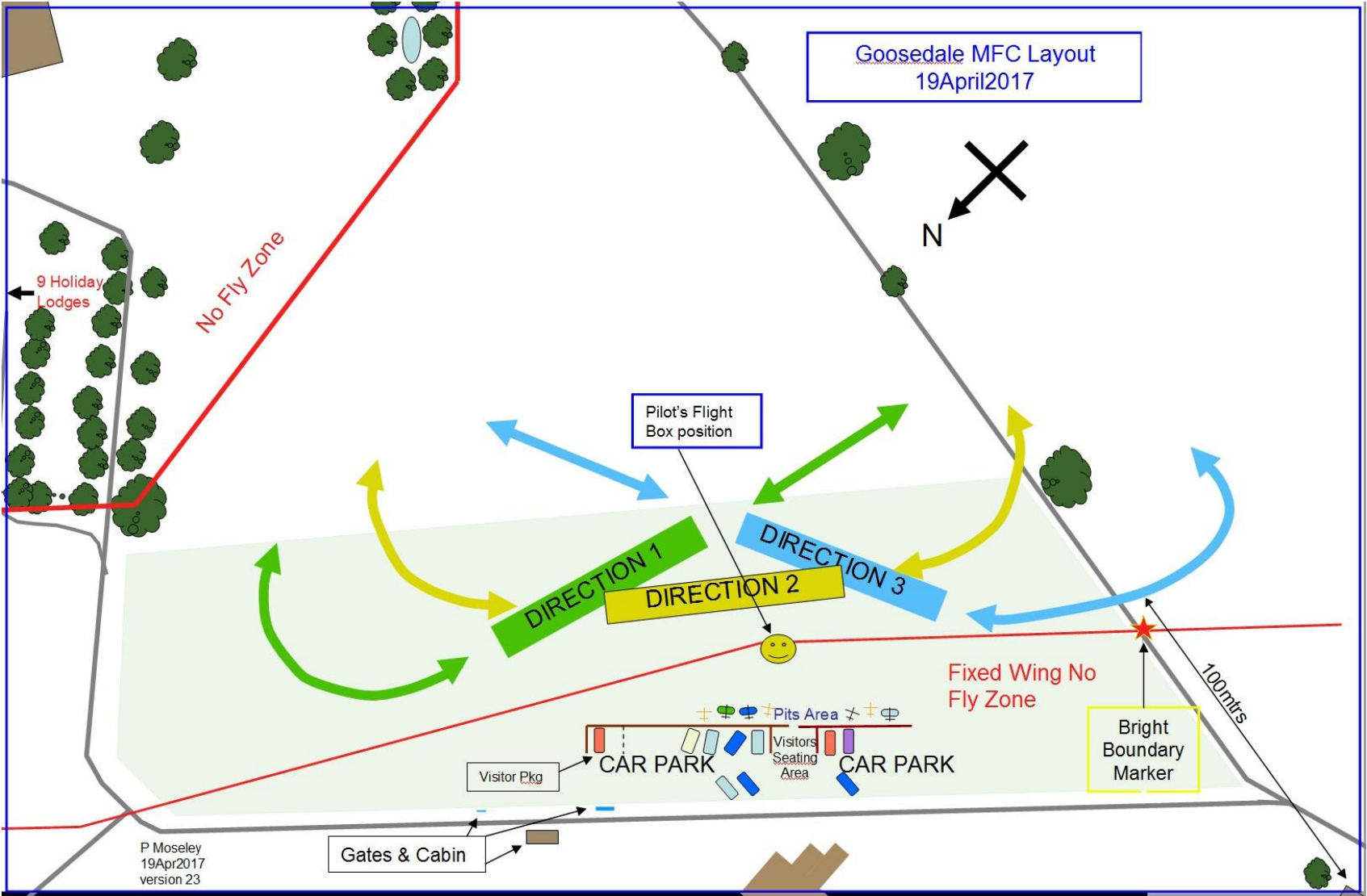
Version 2 –

- Include reference to GDPR and advise members where they can see/get Data Privacy notice.
- Applications by post/ cheque only – to comply GDPR

Version 3 –

- Amend Constitution Rule 12 so any committee member<sup>4</sup> can vote
- Include rule re no takeoffs from Pilots' Box and procedure for Touch and Go

Goosedale MFC Layout  
19April2017



P Moseley  
19Apr2017  
version 23