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Issue 26

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## October Barbecue

Although we had to postpone a week, we ended up with a lovely warm sunny day. There was a bit of a breeze, but it didn't put people of flying. As it was the last BBQ of the season, we took the opportunity to thank our BBQ team



**Paul & Joan Telco, Michael & Patsy Zausmer, Shirley Newell, Sharman Cardash and Lynn Goodman.** Not only do they cook a great Barbecue, but they put in hours of work buying all the food and cleaning everything up again afterwards. Thanks a lot guys – you are the best. **Craig Lemon** brought along his new Great Planes Super Stearman:



A Rotol 26 petrol gives plenty of power for this 1.6 metre model, which Craig was happy to throw

## More October BBQ

around in the stiff breeze.



**Brian Wienrabe** had yet another of his off beat models – this time a Rutan Quickie.



This tandem wing scale model is certainly different and was maiden on the day by **Paul Skinner** (Paul is happy to fly almost anything).



## More October BBQ



**Andrew Perkins** brought along his Great Planes 1/3 scale Pitts S1S.



This 18 lb model is powered by a DLE 55 turning a G Sonic 22 x 10 and flies well - just like a Pitts!



Andrew has built a full size Pitts in the past, so he certainly should know how to get a model Pitts right. We were also treated to an ad hoc display by a full size Pitts (very similar to Andrews) which finished with a low knife edge pass directly towards the hut – while the pilot waved casually! We don't have his name, but he is welcome at any time.

It is very unkind to mention it, but it is good to know that even **Paul Skinner** isn't perfect – after 2 ground looping attempts to get the toffee bomber off the ground, he noticed that the ailerons were reversed!

## Proposed Rule Changes

A few Rule Changes are proposed for discussion at the AGM. We are taking advantage of the opportunity to re-number all the rules, for clarity. Because of this, we are re-stating the Rules in their entirety, starting on Page 3, with proposed amendments printed in **Red** – so if it is shown in **Black**, it isn't being changed.

## Reminders

Can we just remind pilots of a few things:

**Models over 7 kg:** A.N.O. requires such models to be flown no higher than 400 feet at our patch. Please pay particular attention to this when light aircraft are flying nearby (and the Police Helicopter!) as these are the people who are most likely to object if you are flying higher than they are.

**M25:** You should not fly over or near to the M25. Remember that larger models may appear nearer than they are – we have already had the emergency services turn up once this year following a phone call about a crashing plane from a motorist on the M25.

**Shooting parties:** Please cease flying promptly when shooting parties are beating round the patch. This is a courtesy to our landlord.

## Make do and mend.....

Our old friend **Bob Payne** doesn't much like buying new stuff, so when he broke the fibreglass undercarriage of his model, he decided that a repair at the patch would be fine. A tube of epoxy, a piece of broken prop blade, lolly sticks and cable ties will be perfect.....proper job Bob!



# Proposed Rule Changes

Alterations marked in Red

## A. Constitution

### A.1 Membership

A.1.1 The Club shall consist of Honorary members, who shall be selected by the Committee, and Active members who will pay subscriptions.

A.1.2 Applications for membership of the Club shall be submitted in writing with appropriate joining fee, and must be approved by the Committee. New membership is subject to a three-month probationary period.

A.1.3 Any new member joining the club **will**, on production to the Committee proper evidence of an “A” or “B” BMFA certificate of competence, be issued with a Phoenix club card with “A” or “B” thereon and will be entitled to fly unaccompanied. All others will be issued with a novice card with the letter “N” thereon and will be entitled to fly providing that they are under the supervision of an accredited club instructor – or a “B” certificate club member.

A.1.4 New members must clearly display a current membership card attached to their clothing for the first 12 months of their membership, or until such time as they are well known to other members. Guest flyers must clearly display their guest card at all times. Display of membership cards is optional for established members, but they should have their cards with them to confirm their membership, if asked to do so by any other club member.

A.1.5 Committee members may issue a guest card to a member who invites a guest having given prior notice of his intention to do so and proper evidence that the guest has achieved a minimum of “A” level of flying achievement. **The Guest must also show a current BMFA Insurance Certificate.**

A.1.6 The Committee shall have the right to expel any member of the Club in cases of misconduct or intentional breach of Club Rules. This will be in the form of a written letter to the person (s) concerned.

A.1.7 Any member expelled or resigning from the Club shall forfeit all subscriptions paid.

A.1.8 Any member of the Club not having paid his renewal subscriptions by the 15th day of January shall be deemed to have left the Club.

A.1.9 Any member wishing to propose an alteration to these Flying Club Rules must send written notice of the proposed alteration to the Secretary at least 28 days before the AGM.

A.1.10 A copy of these rules will be supplied free to each member on request or after any alteration.

A.1.11 Members shall have powers to vote on matters arising at all AGM’s (which shall be held on the first Thursday of December) or any Extraordinary General meeting (which may be convened at the written request of twelve or more Club members).

### A.2 Finance

A.2.1 The Club monies shall be vested in the Treasurer.

A.2.2 A statement of accounts shall be furnished quarterly by the Treasurer to the Committee, which shall be certified by the Chairman at the quarterly meetings of the Committee.

A.2.3 The accounting financial year shall run from 1st November to 31st October.

A.2.4 At the end of each financial year a “Budget” will be prepared and furnished to the Committee by the Treasurer. This budget shall outline projected expenditure discussed and provisionally agreed by the Committee for the coming year. Once approved by the Committee this budget will be “Published” at the earliest opportunity using whatever electronic or hard copy media is most appropriate at the time to communicate with members.

A.2.5 This will form the basis upon which the subsequent year’s subscriptions will be calculated and approved by the Committee – such that sufficient reserves are collected to finance the projected club activities.

A.2.6 Any excess over expenditure as shown by the Club accounts will in no event be distributed to individual members but will be set aside for future club benefit.

A.2.7 In the event of a claim being made against the Club, no Committee member will be held more responsible than any other member of the Club.

A.2.8 The Club is affiliated to the British Model Flying Association. Membership fees will include the BMFA subscription unless already paid through any other affiliated club for which proof will be required.

A.2.9 Junior members (under the age of 18yrs at renewal date) and full time students are eligible for reduced subscriptions, upon application to the Committee.

## **A.3 Committee**

**A.3.1** The management of the club shall be in the hands of a Committee, consisting of Secretary, Membership Secretary, Treasurer, and a Chairman, plus a number of elected Members, duly elected by the Club membership, at an Annual General Meeting. During the year the Committee may co-opt further members to join the Committee to fulfill specific functions. These co-opted members may offer themselves for election by the members at the next AGM as elected members of the Committee.

**A.3.2** The Committee shall retire annually, and be eligible for re-election.

**A.3.3** Nominations for new Committee members must be submitted at least 21 days before the AGM. Candidates must be nominated by two members and include a note confirming that they will be willing to serve.

**A.3.4** All Committee members shall pay subscriptions and will receive no remuneration or payment for their services other than expenses incurred on behalf of the Club properly authorised by two committee members.

**A.3.5** The Committee shall meet at least once a quarter; a properly instituted quorum being three members.

**A.3.6** Any matter not covered by this Constitution/Club Rules will be decided by the Committee.

**A.3.7** Rule /Constitution changes may be altered only at an AGM or Extraordinary General Meeting of the members. The Committee reserves the right to change any rules, flying procedures, or patch layouts, as they relate to safety at any time should they consider this necessary.

## **B. Flying Procedures**

### **B.1 Safety Regulations - General**

**B.1.1** Safety rules concerning the proper maintenance of model aircraft and their safe flying –as adopted and published by the BMFA from time to time, and which form part of the “A” & “B” BMFA achievement schemes must be followed.

#### **NEW**

**B.1.2** Members must fly in accordance with the requirements of Air Navigation Orders at all times

**B.1.3** Observance of flying procedures and radio usage are essential to member’s safety. Regular or continued infringement of rules especially those, which are meant to promote safety within the club, will not be tolerated.

**B.1.4** Accidents or actions which may result in an insurance claim or injury to a third party must be reported to the committee as soon as possible.

**B.1.5** Members should not have mobile phones switched on within the BMFA recommended minimum distance of 10 Metres from any active transmitter.

### **B.2 Radio Usage**

#### **B.2.1 - 35 Mhz Radio Systems**

**B.2.1.1** Members must provide a named and numbered peg, which must be placed on the pegboard prior to switching on their transmitter and removed immediately after switching off.

**B.2.1.2** If another member requires the same frequency or adjacent channel, then a time limit of 15mins will apply.

**B.2.1.3** If it is apparent that two members are sharing a frequency then after each flight the pegs must be exchanged on the pegboard – and direct contact maintained throughout the session.

**B.2.1.4** Under no circumstances should a member remove another member’s peg from the board.

**B.2.1.5** Members waiting to fly should place their pegs on the waiting section of the peg board.

**B.2.1.6** Numbered pennant frequency flags must be displayed on all transmitters.

**B.2.1.7** Frequencies between 55 and 79 (inclusive) in the 35 MHz. range are available to Phoenix. Operating on any other frequency (due to nearby clubs) is not permitted.

#### **B.2.2 – 2.4 Ghz Radio Systems**

**B.2.2.1** There is no requirement for users of commercially available 2.4Ghz radio systems to place a Black peg on the side of the pegboard.

#### **B.2.3 – All Frequencies**

**B.2.3.1** Where a radio system is used that incorporates a failsafe (whether on 35 Mhz or 2.4 Ghz) pilots must ensure that the failsafe system is set to close the throttle and move the control surfaces to a position that ensures as far as is possible that the aircraft meets the ground within the boundaries of the flying area.

**B.2.3.2** Radios should not be carried beyond the pilot’s box whilst retrieving a landed model and aerials on 35 Mhz transmitters should be retracted on completion of each flight.

B.2.3.3. Members may take a radio onto the patch in order to stand behind a model during take-off after first advising pilots who are already flying.

### **B.3 Patch Layout – Flying rules - Safety**

B.3.1. The Flying Site Layout is normally displayed on the Club notice board adjacent to the pits area (copies obtainable from the Secretary). Members should familiarize themselves with the layout before attempting to fly their aircraft. In particular the position and direction of flight lines (and their application in various wind directions), appropriate pilot's box, and "strict no fly zones". **The Flying Site Layout forms part of these Rules and must be complied with.**

B.3.2 Standard BMFA safety checks will be carried out before each flying session and all models must be fitted with an effective silencer.

B.3.3. Taxiing. The "Pits" is the area between the edge of the patch behind the club hut and the line of the model stands. (**Delete: "– marked with a line of stones."**) Taxiing in the pits is not permitted – the model must be moved by hand into the taxiing area. The area between the model stand line and the flight line (marked with another line of stones and **yellow** poles) is the "taxiing area". Pilots are free to taxi models in this area, but must not taxi towards members who may be in the taxiing area, nor towards pilots standing in the pilots box. At busy periods when the taxiing area is crowded, the model should be restrained and steered by hand.

B.3.4 Pilots entering the flying area (i.e. beyond the flight line poles) for any reason, must give the normal "on the patch" shout. When taking off or landing, a "taking off" or "landing" shout should always be given.

**DELETE THIS:** "5. The model can be taxied or carried from the edge of the pits to the take off zone, which is beyond the appropriate flight line." – **THIS IS ADEQUATELY COVERED BY THE OTHER RULES HERE.**

B.3.5 Hand launched models should be taken beyond the appropriate (according to wind direction) flight line before launching. Pilots in the pilot's box should be warned of your intention to launch the model.

B.3.6 All takeoffs, flying and landing to be beyond the appropriate flight line. In no event should the model be allowed to stray into the "no fly zones"- clearly shown on the **Flying Site Layout**.

B.3.7 All pilots to stand inside the designated pilots box whilst flying their model.

B.3.8 Flying in the "No Fly Zone" (incorporating the pits, taxiing area, car park, and over or close to the M25) shown and more clearly defined by the "Flying Site Layout" -- is strictly forbidden.

**DELETE THIS:** "10. Flying over or near to the M25 is prohibited." - **NOW INCLUDED IN RULE 3.8 ABOVE.**

B.3.9 All Flying (**not forming part of a tight turn into wind**), including landing approaches, in the direction of the pits is not permitted. Aerobatics which might involve reduction of complete control of the model –spins/stalls etc must be conducted beyond the flight line and well away from the direction of the pits. Wind direction towards the pits tends to increase this risk.

B.3.10 When more than one model is in the air flying over the patch should be into wind - or the same agreed direction if there is no wind.

B.3.11 Landings should be clearly called and have precedence over aircraft taking off.

B.3.12 Pilots should not fly over or within 50 metres of members who are on the patch or in the crops retrieving models.

**DELETE THIS:** 15. "Fun fly" modellers may fly to the above rules or request a fun fly "slot" of up to 20 minutes for their exclusive use. After all "non" fun fly models have landed the fun fly pilots are permitted to stand anywhere on the patch – but must fly no closer to the pits than the appropriate flight line.

### **B.4 Helicopters, Jets and Gliders**

B.4.1 Phoenix is primarily a powered **radio controlled, fixed wing, model aircraft club**. Control line models are not permitted. Unpowered gliders are only permitted when aero-towed by a powered model or when using an authorized (by a Committee member) bungee launch.

B.4.2 Members who joined the Club prior to January 1997 **and who held a minimum of "A" achievement status (Helicopter) at that time** may fly helicopters in accordance with the above rules, **but must use the area to the North East of the patch – beyond the storage container.**

**DELETE THIS:** "3. Accredited Helicopter pilots who have achieved a minimum of "A" achievement status for helicopter flying skills will be permitted to fly unsupervised. All other members who have not achieved "A" status for Helicopters will require supervision by an accredited Helicopter instructor or who holds a "B" certificate for helicopters."

B.4.3 Helicopter pilots entitled to fly at Phoenix as above must first request a helicopter "Slot" of up to 20 minutes for their exclusive use. **DELETE THIS SENTENCE: As with Fun Fly requested slots, the helicopter pilot is permitted to stand anywhere on the patch – but must fly no closer to the pits than the appropriate flight line.**

B.4.4 Whilst it was not possible to fly jets at Phoenix until recently (patch too small) this is now becoming a practical proposition for skilled model jet pilots. Accordingly model jets are welcome but minimum pilot skill levels must first be disclosed for those pilots not already familiar to the Committee.

**B.4.5** Technical and performance criteria have advanced significantly such that jet models are extremely fast and spectacular. Patch restrictions and safety issues continue to dictate that only the highest skilled model jet pilots as determined by the Committee shall be permitted to fly at London Colney.

**B.4.6** In the event that a long spell of dry weather results in a very dry standing crop around the patch, Gas Turbine Jet Models should not be flown **when the Committee determines that the crop is sufficiently dense such that in the event of a crash this might ignite the crop and make recovery dangerous both to the jet pilot and other members simultaneously recovering models at the time.**

## C. General Rules

### C.1 Airfield (Site Maintenance) & Club House

**C.1.1** Cars should not be parked or driven along any designated paths or roadways such that ruts are caused or that any adjacent crops are damaged. **Cars should be parked as neatly as possible to maximize available space.**

**C.1.2** Each individual member **who regularly uses the club hut facilities** is responsible for **taking home a bag full of rubbish each month** and that the flying field is kept clean and tidy.

**C.1.3** Club House Procedures – incorporated in 2003- showing requirements from members for proper maintenance of club assets, kept within or attached to the Club house, will be updated by the Committee from time to time – and posted in clear view of members using the facilities.

**C.1.4** Strangers. Members seeing strangers flying models on the flying field, or occupying any part of the patch, have the authority to warn them that they are trespassing and to stop flying – leave the field – immediately. You should write down their name, registration number, description of car, and contact a Committee member immediately if possible.

## Next Club Night - AGM

The next Club Night will be our AGM on:

**Thursday 2<sup>nd</sup> December**

Meet from 19:30, AGM starts 20:00  
London Colney Village Club

## Moor Models

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**Best prices for Phoenix members**

Telephone 01923 896129

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**Broken it again?**

**John Tansey**

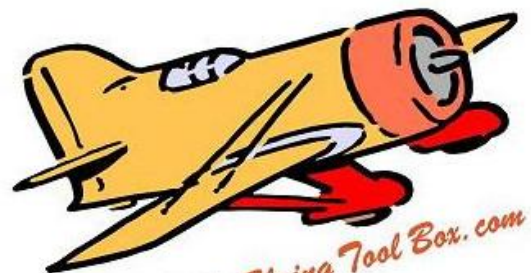
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If you wish to contact the Phoenix Committee, e mail [phoenixmfc@hotmail.co.uk](mailto:phoenixmfc@hotmail.co.uk)

The Club Website Address is [www.pmfc.org.uk](http://www.pmfc.org.uk) or [www.phoenixmfc.org](http://www.phoenixmfc.org)