Phoenix M.F.C. Rules
(December 2024)

Club No 175

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. The Membership Secretary will issue a Guest Card to a Member, subject to reasonable notice. Evidence of a minimum "A" Achievement & of current BMFA Membership for the Guest must be provided. The sponsoring Member must be present while the Guest is at Phoenix. Members can only have one Guest at a time. Guests are limited to 3 visits in a calendar year.

A.1.6. All members who are active model pilots **must** also be a member of the British Model Flying Association or the Large Model Association. All active model pilots **must** be registered with the Civil Aviation Authority as Remote Pilots &/or Operators. Members who have given up flying, and have no intention to fly, are exempt from these requirements.

A.1.7. 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.1.8. Any member expelled or resigning from the Club shall forfeit all subscriptions paid.

A.1.9. 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.1.10. 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.1.11. A copy of these rules will be supplied free to each member on request or after any alteration.

A.1.12. 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.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 or changes to Regulations/Statute, at any time should they consider this necessary.

B. Flying Procedures

B.1. Safety Regulations - General

B.1.1. The airspace we fly in is **shared** with other aerial traffic, including manned aircraft of many types. It is a prime duty of all model pilots to avoid conflict with manned aircraft. A good lookout must be kept at all times for manned aircraft activity in our area. In the event that a manned aircraft is detected, the model pilot **must** take immediate and positive action to move away from the manned aircraft to achieve maximum possible separation, up to and including terminating the flight. Pilots should be especially vigilant if flying above 400 feet as the risk of coming into proximity with a manned aircraft is increased.

B1.2 All members should be aware of the take off and landing circuits agreed with the Microlight Club approaching and leaving their field. Maps of the agreed circuits are on display in the Phoenix club house.

B1.3. The Civil Aviation Authority recommends that any event where a potential conflict arises with a manned aircraft, the model pilot should report the incident to the CAA, via the on-line tools provided by the BMFA.

B1.4. All model flying at the Phoenix Flying Field **must** be conducted in accordance with BMFA/LMA Article 16 Authorisations and all models flown **must** display the Members CAA Operator ID.

B.1.5. 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.

B.1.6. 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.1.7. Accidents or actions which may result in an insurance claim or injury to a third party **must** be reported by the pilot involved to the Committee as soon as possible and to the CAA &/or the AAIB urgently.

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. Failsafe settings should be checked regularly.

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 in the hut (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. Guest Flyers must be made aware of the Flying Site Layout, the Pilot's box and No Fly Zones by the Member who invited the Guest, who is also responsible for the Guests behavior while at the Flying Site.

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. Taxiing in the pits is <u>not</u> 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 a line of poles) is the "Taxiing Area". Once a pilot is ready to fly, he may taxi out from his starting position to the Flight Line using the most direct route to the nearest point of the Flight Line but should not taxi towards any person or any model in the Taxiing Area, or towards pilots in the Pilot's Box. After landing, pilots should taxi back outside the Flight Line poles as far as practical, and only then turn into the Taxiing Area, to use the shortest route through the Taxiing Area back to their starting position. Again, taxiing towards people, models or pilots in the Pilot's Box must be avoided. At busy times it may not be possible to taxi back to the starting position without taxiing towards people, models or flying pilots – if that situation occurs, pilots must be prepared to cut their engines at the Flight Line and wheel or carry the model to their starting position.
Safety is the aim at all times and pilots should be prepared to err on the side of caution rather than to risk injury to others.

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.

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 regardless of how small the model may be.

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.

B.3.13. Prop-hanging close to the flight line immediately in front of the Pilot's Box is not permissible if another model is airborne at the same time.

B.4. Helicopters, Drones*, 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. Phoenix Members may fly helicopters and drones*, subject to the following conditions;
- There are 5 or less Phoenix members at the Phoenix flying field with fixed wing models to fly.
- The member who wants to fly a helicopter or drone has the agreement of all fixed wing pilots present to carry out a helicopter or drone flight.
- Helicopters or drones must not be flown while fixed wing models are in flight.
- All helicopter or drone pilots must hold a minimum of "A" Achievement status (Helicopter) or BMFA Drone/Camera Drone Certificate, as appropriate for the model to be flown.

* Drones are models with 3 or more lifting rotors, which may, or may not, also be used for forward flight.

B.4.3.1. Jet (Gas Turbine) powered models may only be flown by Phoenix Members who:
a. - hold a Membership Card showing they are Jet Approved.
b. - are seeking a Jet Approval and are undertaking a flight under the supervision of a Phoenix approved Jet Mentor.

B.4.3.2. Jet Pilots must be accompanied in the Pilot Box by a Spotter for every flight. The Spotter must maintain a lookout throughout the flight and warn the Pilot of any circumstances (in the air or on the ground) that may demand action to ensure the safe conduct of the flight.

B.4.3.3. Jet models are subject to the same Flight Lines as all models, but as they cover a lot of ground quickly, Pilots and Spotters should take particular care to avoid No Fly Zones and to avoid overflying Farm/Quarry Vehicles or Workers.

B.4.4. 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.

Peter Thompson, Secretary
7 December 2024