

# MANX MODEL FLYERS



## CLUB HANDBOOK

(REV:101119)

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## **INTRODUCTION**

The Manx Model Flyers (MMF) was formed in 1968 and is affiliated to the British Model Flying Association (BMFA). MMF has adopted the codes of practice laid down in the BMFA members handbook, and applied them to the local conditions appertaining to the club's flying fields. The BMFA forms the framework of our club providing guidance as to safe operating procedures, insurance, achievement schemes, education, technical advice and a wealth of other support.

The main purposes of the club are to encourage, assist and promote the flying of model aircraft of all types. Our objective is to provide a safe and friendly environment for our members to pursue their aero modelling hobby.

This booklet outlines the guidelines for safe flying within our club. We try to avoid rigid 'rules and regulations' but ask that you follow these guidelines and use your common sense. If you are not sure what to do at any time, then ask one of the other club members.

The club provides its members with:

- Outdoor flying at Jurby main airfield, Jurby extension airfield and the Port-e-Chee field.
- Indoor Flying - during the winter months
- Weekly club nights and slope soaring
- Special events at the airfield such as scale model competitions and flying competitions
- Club nights include talks, demonstrations, sales, quizzes and aviation video nights

This is an active document that is kept under review. The Club also has a Facebook page and a website at the address: <http://www.manx-modelflyers.org/>

## **MEMBERSHIP**

Club subscriptions run from 1<sup>st</sup> January to 31<sup>st</sup> December and are payable from the date of the Annual General Meeting until the last day of January of the following year. Any Member who has not renewed their subscription by the end of January shall be deemed to have left the Club and is subject to a joining fee of £10.

Members not paying subscriptions which include BMFA membership and insurance before the 1st January are not considered to be appropriately insured and shall not be permitted to fly on any Club sites.

Members who join the Club after 1st July shall pay 50% of the annual Club subscription. Any reduction or rebate on BMFA membership and insurance shall be as directed by BMFA. For new members, there is a joining fee.

## **CLUB NIGHTS**

The club has an active social side. We meet at the Creg-ny-Baa Public House on Wednesday at 7.30 pm. During the summer months, the club night is usually preceded by slope soaring and gliding on nearby hills (weather permitting). In the winter we have special social evenings when we arrange a demonstration of an aspect of modelling, a quiz or model aviation video. Our computer flight simulator is frequently set up to allow introductory training or just a little practice. Our Annual General Meeting is usually held in November.

## **FLYING SITES**

Permission for the use of all the following sites has been granted to the club, therefore all persons using these sites must be either a club member or a visiting guest who must be covered by BMFA insurance.

## **Jurby Main Airfield**

This facility is shared with several other groups. The airfield is often used by motorsport organisations, particularly at weekends. Members should use the text messaging system to check availability.

IMPORTANT - the fact that there are no bookings for the airfield is NOT an indication that there is no one using the airfield. Always check when driving on to the airfield that it is not in use.

In order to comply with our obligations under the Jurby Motorsport Management and Department of Infrastructure Agreement, all MMF members must:-

1. Ensure that the Airfield is secured against unauthorised entry, both when we are flying and when we leave the field.
2. The use of the airfield and the extension is strictly for the purpose of flying model aircraft. A 10 mph speed limit is to be observed by all model flyers vehicles being driven on the airfield.

## **Jurby Airfield Extension**

This area is available for model flying only when the main airfield is being used for other events. Our thanks to Mr. K. Kerruish who farms this area and who has granted his permission for it to be used by our club.

## **Port-e-Chee Field (Electric Models Only)**

The use of this site is shared by both fixed wing and helicopters, so members must cooperate to make the best use of the site. Vehicles must be parked in the car park at the rear of the Douglas Rugby Club and must NOT enter the field. Be aware that other members of the public frequent this area and that sheep may also be in the area. For this reason it is important that members observe the country code (i.e. leave no litter and close all gates).

## **SLOPE SOARING AND GLIDING**

We are fortunate in that we have access to very good slope soaring sites throughout the Island. Any member wishing to slope soar or glide should contact an experienced member and discuss the best areas for the prevailing conditions. Non-members also use the hills to slope soar and we should encourage anyone wishing to take up this part of our hobby to join a club, obtain third party insurance and observe the guidelines provided by the B.M.F.A. Treat the countryside with respect, remember to close all gates, leave no litter; avoid all livestock and wildlife during nesting and breeding seasons.

Our website gives detailed information about the best flying areas ([www.manx-modelflyers.org](http://www.manx-modelflyers.org)).

The following is a summary of that information:

### **North to North West Wind**

Stone Bridge site on the B10 Beinn y Phott Road.

### **East to North East Wind**

Windy Corner site off the A18 Douglas to Ramsey Road.

### **South to South West Wind**

Injebreck site off the B10 Beinn y Phott Road.

Beinn y Phott site near to Brandywell Corner on the A18 Douglas to Ramsey Road.

### **Westerly Wind**

Slieau Maggle off the B10 Beinn y Phott road near Brandywell Cottage.

## **INDOOR FLYING**

The Club organises indoor flying during the winter months. The venue and dates will be shown in the newsletter, Facebook page and website.

## **FLIGHT TRAINING / CLUB INSTRUCTORS**

The Club is fortunate in having a number of Club approved instructors and BMFA approved examiners who are prepared to coach beginners, or help the more experienced fliers to more advanced levels.

New member's must demonstrate a safe flying standard, before they will be allowed to fly solo. Until this point, they must be supervised by a competent flyer until cleared to fly solo by a Club instructor.

The Club owns a transmitter and 'buddy lead' which may be connected to a compatible transmitter in order to provide instructor lead training. The club also owns a fixed wing aircraft and glider for new members to use under instruction of one of our club instructors.

As you improve, you will be encouraged to demonstrate your skills by taking first an 'A' certificate, then later the more advanced 'B' certificate, details of which are given in your BMFA handbook.

## **NOISE**

The Club's flying sites are located near residential areas and it is essential that models are adequately silenced. It is the responsibility of each member to ensure that their models do not cause excessive noise.

It is worth bearing in mind that fitting a larger or coarser pitched propeller may often quieten a noisy model. Whilst fitting an add-on silencer will reduce the overall volume of noise, noise reduction may also be achieved simply by fitting a larger propeller to reduce the RPM and the noise level without substantially reducing the power. It is worth bearing in mind that propeller noise may cause as many problems as exhaust noise with high-revving engines.

## **MOBILE PHONES**

Mobile phones must not be switched on in the pit area or on the flight line, so please leave them in your car. This rule is applied in accordance with the direction from the BMFA due to the potential interference which might be caused with transmitters. Use of mobile phones specifically could invalidate your insurance in the event of an accident.

## **GENERAL SAFETY RULES**

Accident statistics and the low insurance rates that BMFA member's enjoy show that model flying is not a dangerous sport but, as with other sporting activities, hazards can arise if common sense rules are not applied. It is important that we all follow safe model flying practice and the general safety rules are designed to help everyone achieve this.

1. When arriving at any flying site please observe the Club's advised layout for flying at that particular site (see individual site rules), unload your vehicle, and park in the agreed location.
2. New members must provide evidence of BMFA insurance and sufficient competence (BMFA 'A' or 'B' certificate, or be checked out by a club instructor) before flying unsupervised. Novices must not fly solo until they have achieved one of the approvals above.
3. If you are using a 35 MHz transmitter, before switching on your transmitter check your flying frequency. Then check whether any other flyers are using 35 MHz equipment. DO NOT SWITCH ON until you

have checked. Arrange with the other flyers to share the frequency for 20 minute sessions. Remember, if you negligently 'shoot down' another member you will be expected to recompense them.

4. Do not use mobile telephones in close proximity to 'working' transmitters or aircraft.
5. Complete a range check by selecting 'range check' on 2.4 GHz transmitters or on 35 MHz by moving away 30 to 50 metres. Check all control functions are in the right direction. If you are completing motor-running tests, move away from other modellers and make sure you do not blow over models or shower people in debris.
6. All aircraft are to be flown in the normal right-hand or left-hand circuit, taking the pattern most appropriate to the wind direction. DO NOT fly over the flight line.
7. Before landing check the runway is clear and call out 'landing'. Stop the engine as soon as practical, do not taxi directly back towards the pits. Before going to retrieve your model, check the runway is clear and call out 'crossing the runway'.
8. In the event of a 'dead stick', check the runway and call out 'dead stick' and land. If there are pilots or aircraft already on the runway, land on the grass on the far side of the runway. Electric models and gliders must fly in the same area and circuit OR go to the specifically allotted area well away from the main 'power' area.
9. After landing check the model for security of wings, undercarriage, and control surfaces. Are your receiver and transmitter batteries still adequately charged?
10. REMEMBER: The Manx CAA Air Navigation Order states that:  
  
'A person shall not recklessly or negligently cause or permit an aircraft (no matter what size or weight) to endanger any person or property' and 'A person shall not recklessly or negligently act in a manner likely to endanger an aircraft, or any person therein'.

## **JURBY AIRFIELD & EXTENSION RULES**

Because the rules for Jurby change these are published as a separate document.

## **NEW MEMBERS**

A good point of reference for anyone starting out in this hobby is the publication 'Up and Away', published by the BMFA and available on line from their website [www.bmfa.org](http://www.bmfa.org)

If you haven't already bought an aeroplane or equipment, the starting point should be to talk to experienced members at our club on one of our Wednesday evening club nights. Few of us have unlimited funds and whilst the real cost of radio control has come down over the years, mistakes in buying decisions can be costly, frustrating and can lead to abandoning this fantastic hobby. Using a flight simulator is good way to practice flying, particularly to get used to the orientation of the aircraft.

No longer do you need to spend many hours building, painting a model and fitting out with potentially dubious electronics, you can be in the air after a few hours assembling an ARTF (Almost Ready To Fly ) model with reliable power and electronic systems.

What hasn't changed is this sport is a skill which takes time to master. It is no different to golf or tennis or any other sport, it takes time and practice and some will learn faster than others. Our club is here to help.

- Choice of Model: Following your discussions with club members, your choice of model should be a high wing trainer or glider. This will be much easier to fly, and repair! For a novice, a low wing scale monoplane, such as a Spitfire is likely to end in tears. For the helicopter flyer the advice is very similar.
- Electric or Glow Power IC engine: Each has its 'pros and cons', again speak to a club member.

- Radio Equipment: 2.4GHZ equipment is becoming the preferred choice today.

You will not be allowed to fly unsupervised until you have demonstrated competent, safe procedures and flight. The Club will help you work towards the BMFA 'A' certificate which is a recognized level of competence. See the paragraph in this booklet titled 'Flight Training / Club Instructors'.

## **FAILSAFES**

Failsafe must be used if available and on fixed wing IC models must set the throttle to idle, not hold, and stopped in the case of electric power and helicopters, regardless of the other control operations governed by the failsafe. Failsafes are to be checked prior to flight by switching the transmitter off whilst the model is restrained.

## **ACCIDENTS**

All accidents involving a Club member must be reported to a committee member at the earliest opportunity, regardless of whether an insurance claim is likely to arise. Although rare, accidents do occasionally occur which necessitate submitting an insurance claim.

It is VERY IMPORTANT, in such cases, to adopt the following procedure:

1. If any injury is caused, obtain medical attention.
2. Record the names and addresses of any witnesses.
3. If damage is caused to property or livestock, contact the owner and report the occurrence.
4. Clear the site of the incident of any debris, unless serious injury or death has been caused, when the site should be left untouched in case forensic examination is needed, and debris removed only when cleared to do so by the police or other authority.
5. Contact the Club Secretary IMMEDIATELY, this will enable appropriate action to be taken in notifying the insurers, BMFA and the authorities as appropriate.

## **CHILD PROTECTION and VULNERABLE ADULTS**

1. All members, parents, guardians and carers are to comply with BMFA and club policies and guidelines for the promotion of welfare and care of children.
2. A junior member is defined as being under 18 years of age.
3. 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.
4. A responsible adult is defined as a senior member or parent/ guardian who has the clearance, experience, knowledge and training commensurate with the type of supervision required.
5. Junior members must be supervised at all times by a responsible adult. The level of supervision is to be commensurate with the junior member's age, maturity, capabilities and levels of experience.
6. Unless undergoing flight training or flight activities, they will not be allowed in the pits or flight line areas.

7. Junior member's under the age of 14 years shall not start an engine or carry a model with the engine running unless they are supervised by a responsible adult.
8. No child or vulnerable adult shall undertake any activity which might place him or her at risk. In any event prior consultation with the parent, guardian or carer must take place if there is any doubt on the member's abilities to undertake a specific activity.
9. 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 and is willing to accept the responsibility. If required to do so he/she is to assume complete and total responsibility for the child or vulnerable adult whilst he/she is in their charge. The general Club policy is that children and vulnerable adults should be accompanied by a parent, guardian or carer.
10. Notwithstanding the previous paragraph (9), should a member discover a child or vulnerable adult that is unsupervised then he/she must assume responsibility for that persons safety in the first instance. The situation should then be rectified as soon as possible by seeking out the parent, guardian, carer or nominated supervisor. Any instance of such an occurrence is to be reported to the club committee as soon as possible and a record made of the occurrence.
11. Whilst supervising children or vulnerable adults, member's should avoid placing themselves in a position that could be open to misinterpretation or question in accordance with BMFA policy. Remember, the policy is there to protect you as well as children and vulnerable adults.
12. Should any member, parent, guardian, career or the person themselves have concerns about the welfare of children or vulnerable adults the he/she should contact any of the club officers or the BMFA telephone number 0116 244 0028.
13. All member's are required to respect the rights and dignity of children and vulnerable adults and to promote their welfare. Caring is largely a matter of common sense provided that everyone is clear on what is expected of them and a few simple procedures are adhered to. It is not a responsibility to be feared but is, nevertheless, essential if we are to ensure that we are to be a club that offers opportunities for all.

## **DISCIPLINARY PROCEDURES**

The following is an exert from The Manx Model Flyers Club Constitution:

The Committee shall have the right to expel any member of the Club in the case of misconduct or intentional breach of Club rules by a unanimous decision. An appeal may be lodged against such a decision of the Committee and put before an Annual or Extraordinary General Meeting. Any expelled member shall forfeit all Club subscriptions paid, less BMFA element.

Members must abide by any rules issued by the Club concerning flying activities as notified to them in writing.

## **POINTS TO REMEMBER**

Make yourself a check list, (and use it!)

### **The night before:**

Check the batteries for your transmitter, receiver, aircraft and starting equipment are charged.

Check your tool kit and equipment.

Check the weather forecast

### **Loading your car:**

Refer to your check list as you load your car. (It may be too far to travel home if you forget your transmitter)

Take time as you load your car, more damage can be done storing and travelling than actually in the air.

### **On the day:**

Follow the safety rules shown in this handbook.

Don't forget to RESTRAIN your plane when starting it.

Don't push yourself to far, it can cause more mistakes and create a 1 step forward 2 steps back scenario, not to mention broken aircraft. e.g. Don't expect to take off and land all on your own the first time.

Be **S.M.A.R.T.** with your transmitter.

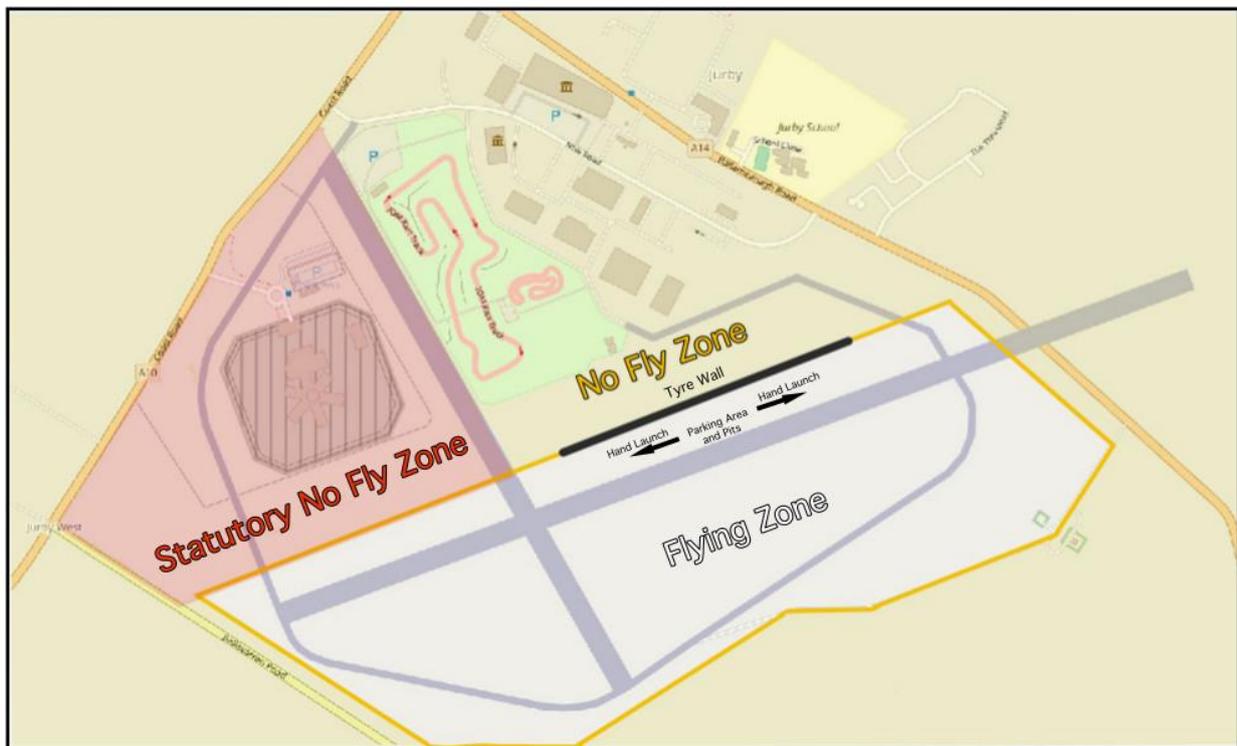
- S**     **Switch** on
- M**     **Model** selected is correct / **Meter** in the Green
- A**     **Aerial** secure / extended
- R**     **Rate** switches all in correct positions
- T**     **Transmitter voltage** good and **Trims** all in correct positions

**In your down time between flights:**

Don't be afraid to watch the more experienced pilots or ask to stand with a pilot who may be willing to show you how they do things. It's a little easier to learn flight protocol this way as you don't have the nerves of flying distracting you.

**Most importantly, have fun and enjoy your flying**

**APPENDIX 'A'**



**Jurby Map**

This map shows the flying zone for Jurby.

The Statutory No Fly Zone is of particular importance as this represents an area of no flying that is enforceable by law.

The parking area and pits should be established on the northern side of the main runway, where shown. All flying should take place over the main runway and to the south, over the grass. It is strongly recommended that the grass area to the north of the runway is not over flown, particularly just south of the Statutory No Fly Zone, this will help to avoid any mistakes.

The only time that a model should be flown over the grass is if it is incapable of take off from the runway and requires a hand launch. After take off the model should be flown in the normal area. For landing, this type of model is allowed to land on the grass between the car parking area and tyre wall.

