



OXFORD MODEL FLYING CLUB RULES

(Issue 6.2 January 2019)

NOTE: For any topic not covered by these club rules members should consult the latest BMFA Members' Handbook for guidance.

'Meadow' refers to 'Port Meadow'

Membership

GR1. Oxford Model Flying Club (OMFC) welcomes new members.

GR2. All new members will serve a 12 month probationary period during which time either side can terminate the agreement without explanation. Club membership fees will be refunded on a pro-rata basis if the Club terminates the agreement. All members applying to rejoin the Club will be deemed to have agreed to abide by the Rules and Disciplinary Code.

GR3. Member subscription rates will be set at the Annual General Meeting.

GR4. The OMFC committee reserve the right to refuse acceptance of any membership application.

GR5. The OMFC, being an affiliated member of the BMFA, requires all its members to be members of the BMFA.

GR6. Junior members (under 18 years of age) must be accompanied by their parent or legal guardian when attending Club meetings or when participating in Club activities.

Temporary Membership

GR7. Visitors are allowed to fly on production of a certificate of 5 million pounds third party liability insurance to a committee member or nominee present on the day. He/She must apply to the Secretary for membership before the third visit.

Committee

GR8. To be elected at the Annual General Meeting and to consist of eight members: chairman, secretary, treasurer, newsletter editor and four committee members. The committee may co-opt additional members. The



chairman may hold office for a maximum of three consecutive years but will be eligible immediately upon standing down to hold another committee role.

GR9. Club rules can be added to or amended at the Annual General Meeting or at an Extraordinary General Meeting requested by a quorum of ten members. Rules may also be altered by the Committee, subject to endorsement by a majority vote at the next Annual General Meeting or they will lapse.

Discipline and Disputes

GR10. Conduct liable to bring OMFC into disrepute covers persistent disregard for noise abatement or flying on the Meadow in aggressive and/or inconsiderate ways or letters to the media posing as an official respondent from the Club without permission, or in such a manner as to damage the reputation of OMFC. The foregoing will result in a letter of warning to the member/s concerned and a period of probation will be imposed. The complainant will be informed in writing of the action taken. Further misconduct during the probationary period may result in action under the heading of gross misconduct.

GR11. Gross misconduct includes danger to the public, deliberate disregard of the club rules or cheating in competitions. Also, conduct likely to cause offence or discomfort to members of the public or other club members. If found guilty of this offence the member/s will be expelled without recompense and letters may be sent to various bodies disassociating OMFC from the person's action.

Procedures

GR12. To enact the procedures, the club committee will appoint a sub-committee of three members - not including the chairman. Submissions and evidence will be made to the sub-committee. The evidence must be supplied in writing stating times, dates and witnesses. In addition, information regarding earlier warnings or reminders will be given. The complainant must sign the evidence. The result of the sub-committee's deliberations will be passed to the Chairman, who will make the final decision.

Appeals

GR13. Any appeal should be made to the sub-committee. The member may bring another club member in support of their case. If the allegation is



not proved, a letter will be sent confirming the decision. The Chairman's decision is final.

Dissolution

GR14. Should the Club be dissolved, the assets will be realised by the members forming the last committee and the proceedings shared equally by the fully paid up members at the time of dissolution.

Flying Site - General Rules

FS1. Only members of the OMFC will be permitted by the Oxford City Estates Committee to use the Meadow for flying purposes. If members find others flying in the area they will refer them to the club committee for official action.

FS2. Members are instructed not to leave litter on the flying site.

FS3. All IC powered R/C flying activities will be restricted to the designated area (see plan on page 8), distanced from Wolvercote village in order to prevent any noise nuisance to the nearby houses. Additionally, all 35MHz controlled electric and glider flying will be restricted to the same designated area for safe frequency control. 2.4GHz controlled electric and glider flying may take place outside the designated area as long as it is at least 200 metres southeast of the car park, *i.e.*, beyond a line drawn along the southeast edge of the allotments.

FS4. Powered R/C flying (IC or electric) is restricted to the area outside a quadrant whose perimeter is a line from the landing and take-off area to the Lower Wolvercote car park and a line at 90° to this, *i.e.* from the flying area to the railway line. Entry into this restricted zone is allowed for take-off and landing or emergency purposes only (see plan page 8)

FS5. Any flier causing a danger, nuisance or annoyance to the public or beasts on the Meadow by flying in a manner liable to cause feelings of intimidation due to noise, speed or manner of flying will be liable to action under the disciplinary code (see rules **GR10 - GR13**).

FS6. Club members will be individually responsible for injury or damage resulting from their activities and will fully indemnify the City of Oxford Council against any claims arising there from.



Flying Times on Port Meadow

FS7. Restrictions apply only to IC powered models - silent flight and electric power may fly at any time.

	SUMMER	WINTER
Monday	No Flying	No Flying
Tuesday	18:30 hrs to 21:00 hrs	No Flying
Wednesday	13:30 hrs to 21.00 hrs	13.30 to dusk
Thursday	18:30 hrs to 21:00 hrs	No Flying
Friday	No Flying	No Flying
Saturday	13:30 hrs to 21.00 hrs	13.30 to dusk
Sunday	13.30 hrs to 21:00 hrs	13.30 to dusk
Bank Holidays	13:30 hrs to 21:00 hrs	13.30 to dusk

Radio Control Flying

RC1. Members flying on Port Meadow must hold appropriate certification for the type of model being flown, or be accompanied by a person holding such certification. Normally this will take the form of an 'A' Certificate or Basic Proficiency Certificate (BPC). In exceptional circumstances the Committee may approve flying by a member without certification who they consider competent to fly.

RC2. Flying instruction may be given only by someone who has at least an 'A' Certificate except someone with written permission from the Committee.

Frequencies

RC3. Only 27MHz, 35MHz and 2.4GHz transmitters are to be used on the Meadow.

35MHz transmitters must show appropriate frequency pennants.

27MHz may only be used with small electric models and gliders of up to 2 kg gross weight.

RC4. All radio equipment must be Type Approved to current standard.

RC5. For 35MHz each pilot is to provide their own peg with their name and channel number clearly marked. The transmitter must not be switched on until the peg has been placed in the appropriate position on the pegboard and then only if the relevant channel is clear.



RC6. For 2.4GHz each pilot must place a black peg labelled with '2.4GHz' and their name on the pegboard away from the 35MHz area before switching on their transmitter.

RC7. For 27MHz each pilot must place a peg of the appropriate colour for the channel being used, labelled with '27MHz' and their name, on the pegboard away from the 35MHz area and any 2.4GHz pegs. The transmitter must not be switched on until the relevant channel has been confirmed as being clear.

Flightline

RC8. The pits line will be laid out at 45° away from the line of flight and flyers and others present must stay behind this line except for take-off. All pilots must remain together whilst flying - no wandering about with the transmitter.

RC9. No one is permitted on the 'patch' unless placing a model for take-off or to retrieve a model following landing. In each case, all personnel must return behind the flight line immediately afterwards

Communications

RC10. All pilots must give clear indications of their intentions to other flyers present. This should always be done in a loud, clear voice.

All take-offs should be clearly announced, "*TAKING OFF*".

All powered landings should be clearly announced, "*LANDING*".

All landings with engine off should be clearly announced "*DEADSTICK*".

If a pilot loses control and/or sight of their model, they should immediately call for assistance.

RC11. When landing off the 'patch', transmitters must not be taken away from the flight line during retrieval. The transmitter must be left in the pits area or on the flight line. Interference problems will occur if this is not strictly adhered to.

RC12. Aerobatic flying should only take place beyond the 'patch', outside the circuit. Aerobatics must not be flown over the square.

RC13. Low flying is forbidden except for training purposes, when an experienced flyer must act as lookout.



RC14. In the event of a part falling from a model in flight, the model must be landed immediately for examination.

RC15. In the event of a flightline move due to change of wind direction or for any other reason, all models will land before the move is made. No person will be permitted to cross the 'patch' until the model has landed. This is most important and must be strictly adhered to at all times.

RC16. Bungee launches may only be used when more than one person is present. The overall bungee length is restricted to 150 metres and its position must be clearly marked with five flags positioned at least half a metre above the ground. One flag must be at the anchor point and two on either side of the bungee to form a 30 degree sector from the anchor. Only a single bungee is to be laid out at a time. Line must not exceed 40 lb breaking strain.

Mobile Phones

RC17. Whilst there is no dependable information about the effects of microwave propagation on radio transmitters, it has been observed that under certain conditions the use of a mobile phone may have interfered with 35MHz transmission. It has therefore been decided that although members, guests and visitors are to be encouraged, where available, to carry a mobile phone on the Meadow, it must remain switched off and not used unless all aircraft are on the ground and pilots have agreed to the use of the phone. Computer radio memory programmes may be affected, even when switched off and in storage, by the proximity of a mobile phone.

Engines

E1. All engines must be efficiently silenced. The maximum permitted noise level to be measured at a distance of 7 metres is 82 dB. Unsilenced engines under 1 cc may be allowed at the discretion of the committee.

E2. All power models to be fitted with rounded spinners or safety propeller nuts of the domed type and gliders and pusher powered aircraft noses should also be rounded (no needle noses).

E3. Extended engine running on the ground in the pits area is not permitted.

E4. No unsilenced glow engines are to be used on the Meadow.



Helicopter Flying

HC1. All helicopters will be flown in an area designated by mutual agreement of those members present at the flying site on the day.

Control - Line Flying

CL1. Control-line models will be flown in an area designated by mutual agreement of those members present on the flying site on the day in question. Flying will not be permitted closer to Wolvercote than the flying site area.

CL2. Control-line flyers must never fly alone on the meadow. A pit marshal must be on hand at all times to check for the presence of livestock or members of the public.

CL3. No un-silenced control-line flying is permitted under any circumstances, regardless of engine capacity.

Free Flight

FF1. All free flight IC powered models must be launched at least as far from Wolvercote village as the square.

FF2. All free flight IC powered models must comply with the Club's noise regulations.

FF3. Fuse operated dethermalisers must always be equipped with snuffer tubes.

FF4. All towlines must be wound in fully immediately after each launch

Further Information

Members or individuals needing help, tuition or membership forms should contact either the chairman or membership secretary.

Chairman: Bob Lee lee_bob2@yahoo.co.uk

Membership Secretary: Simon Burch simon_burch@yahoo.co.uk

<http://oxfordmodelflyingclub.org.uk>

OMFC 'patch', flying zones and GPS Coordinates Port Meadow, Oxford

