



Alton Model Flying Club  
Club Constitution  
Flying Site Rules & Regulations  
November 2023  
V16.0



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**REMEMBER – NO FLYING OVER OR BEYOND THE ROAD  
UNDER ANY CIRCUMSTANCES**

<b><u>SECTION 1:</u></b>	<b>Alton Model Flying Club Constitution</b>
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What follows describes the directives and desires of the Alton Model Flying Club (AMFC), as an entity:

- AMFC endeavour to consistently promote the safe and organised enjoyment of Radio Controlled Model Aircraft Flying.
- AMFC strive to continually operate within the rules as laid out in the following documents:
  - The BMFA Members Handbook
  - CAP 722F including Article 16 Authorisation
  - The Air Navigation Order (ANO)
  - AMFC Local Site Regulations
- This safety-based approach, is designed to mitigate to the highest degree, the risks associated with the operation of model aircraft in proximity to persons and property.
- To enhance the above process and maintain an Instructor/Member training programme.
- AMFC has developed and continually reviews this **local Site Regulations** which is designed to establish a safe practice in line with conditions associated with the current flying field.
- AMFC Committee has developed and ratified a team structure, to promote consistency within the AMFC Constitution. It is however incumbent upon all AMFC members to operate within the rules laid down, in this and associated documents. Any member found to be operating outside the rules of the AMFC will be subject to discussions with the Chairman. This could ultimately lead to the member being asked to leave the AMFC.
- Each individual member and any guests are wholly responsible for their own actions, in particular the safety of themselves and all others. Neither the club, nor the committee members can be held responsible for any incident or actions either directly or indirectly related to the club activities. All property is brought onto the club field entirely at the owner's risk.

<b><u>SECTION 2:</u></b>	<b>Team Structure Terms of Reference</b>
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## **AMFC Committee Terms of Reference**

### **Chairman:**

The Chairman has overall responsibility for the Operation of the AMFC. He is also the first point of contact during any post incident, accident investigation by the Authorities. His remit is to agree rule/procedure changes and to ratify any structural changes within the Club. He also has direct communication with the remainder of the Committee and team members. Should any grievance occur from any member, then the Chairman will be the final level of decision making and his word will be final. He will also have a direct line of contact with the Chief Flying Instructor and Site Manager.

### **Site Manager**

The Site Manager is designated by the Club Chairman and is responsible for all aspects directly relating to the operation and maintenance of the flying site.

### **Chief Flying Instructor (CFI):**

The CFI is designated by the Club Chairman and will set the standard of flying and training of Instructors and members within the Club. The CFI's remit is to oversee the level of Training produced by the instructors, and to assist with any changes required to the Operational rules of the Club. The CFI is also integral to the maintenance of safety within the Club. The CFI will also deal with any flying issues raised by members and will be responsible for dealing with any members not operating within the rules of the Club. However, should any situation escalate then the Chairman will carry the final decision.

### **Club Instructors:**

Club Instructors will be designated by the Chairman. The remit of the Club Instructor is to train and enhance the ability of all members at all levels, in a safe and responsible way. Instructors are responsible for upholding the Club Rules and to fly within the rules of the ANO, BMFA Hand Book, CAP 722F including Article 16 Authorisation, and the AMFC Local Site Regulations.

The process of '**Lead by Example**' is the prime directive of our Club Instructors.

The AMFC recognise that the safest way to train Pilots at any level is the use of the Buddy Box System.

New inexperienced members **must** be trained at all times on a buddy box system, provided by them and set up by their instructors. Once the member is ready for their first solo flight, the flight must be conducted under the supervision of their instructor. Subsequent solo flights can be conducted off the buddy box system, unless the instructor considers that ambient conditions suggest the need for further use of the buddy box. Further training to BMFA 'A' Certificate readiness is to be on the buddy box. Once the member has passed the BMFA 'A' Certificate then they can of course fly solo. Any future training for members at all levels can be carried out with the use of a buddy box system if deemed prudent.

This club level rule is with immediate effect and without exception and forms a major part of safety risk mitigation approach of the AMFC. Any member under training, not wishing to use this system will not be allowed to fly at the AMFC site.

### **Drone / Multi Rotor (MR) Manager:**

The Drone / Multi Rotor (MR) Manager will be designated by the Chairman.

They are responsible for all matters concerning Drone & Multi-Rotor operations at the club site.

## Team Structure

- **Chairman - Simon Clark**
- **Secretary/Treasurer - David Durnford**
- **Drone / Multi-Rotor (MR) Manager - Colin Gross**
- **Site Manager – Peter Groves**
- **CFI & BMFA Area Chief Examiner – David Durnford**
- **Club Instructors:**
  - ***Dave Rix***
  - ***Bob Groves***
  - ***Peter Groves***
  - ***David Durnford***
  - ***Simon Clark***

<b><u>SECTION 3:</u></b>	<b>Itchen Stoke Model Flying Site Regulations</b>
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**Itchen Stoke Model Flying Site.**

**‘what3words’ input for Alton MFC, main gate entrance :**

***complies.cemented.decks***

**Location: 51° 6'52.72"N 001°12'43.37"W**

**Site Operation Regulations**

## **Introduction.**

The purpose of this document is to set out the control structure and general regulations for the operation of RC Model Aircraft on the site. This is required to ensure that operations do not cause any nuisance to the Estate Manager, neighbours, property surrounding the site, or security to the site. The surrounding area is used for rural activities, including raising birds, riding, shooting etc. and special consideration is to be given to protecting these activities. All users must be as invisible as is possible in our operation on the site and integrate into the existing community.

## **Reporting Structure.**

The Chairman is responsible to the Itchen Stoke Estates Manager for the operation of the site and will act as the point of contact for all matters relating to the site. The Chairman is the final Authority for the Site and will renew the lease on behalf of the Club.

The day-to-day control of all flying activities will be under the control of the Alton Model Aircraft Club (AMFC), British Model Flying Association (BMFA) registration 0619. The AMFC Chairman who will be responsible for ensuring that the regulations outlined below and any additional regulations, verbal or written, are complied with. AMFC will be responsible for the operation and management of the club within the BMFA framework and compliance with the current BMFA Members Handbook, the requirements of the Air Navigation Order and CAP722F (Unmanned Aircraft System Operations – Model Aircraft Operations Policy and Guidance) including Article 16 Authorisation. AMFC will implement and maintain a management system that will ensure full compliance with the above regulations.

Any matter arising regarding flying standards or site management shall be directed to the AMFC Chairman.

## Site Regulations and Admin which shall be displayed at the club flying field.

- 1) The club flying field is designated a fixed wing model aircraft flying site.
- 2) Safety is of paramount concern and it is the responsibility of all members to ensure that they act in a way that does not compromise the safety of themselves or others. Any member must immediately stop doing anything that makes another member uncomfortable.
- 3) Where a First Person View (FPV) model aircraft is operated on the site, the BMFA handbook rules apply. In addition, the person in charge operating the master transmitter shall hold a minimum of a fixed wing BMFA 'A' certificate and be subject to a competency check by the CFI.
- 4) All conventional take-off models to be taken-off from the main flight strip ONLY and not the pits area or taxi lanes.
- 5) When hand launching models, the safety of everyone is the primary concern. The guidelines below should be followed except where common sense dictates that alternative methods are more appropriate.

In all cases, the pilot and launcher should seek permission from all other pilots and announce the intent to launch to all other spectators.

- a) Hand launching should not be attempted in wind conditions that could affect the pilot's ability to carry out a safe launch.
  - b) Untrimmed models should be launched by an experienced other person from the main strip with the pilot having both hands on the controls. This should only be done when there are no other models in the air.
  - c) If a pilot wishes to launch the model themselves then for the first time, this should be done from the main strip and when no other models are flying. Again, the pilot should seek permission from all around and must explain that this is the first solo launch.
  - d) If a pilot wishes to launch their own model from the pilot's area, then for the first flight of each day they should ensure that the aircraft has flown before in identical weather conditions without any concern. If there are any doubts OR if the conditions change for subsequent flights, then the model should be launched when no other models are flying and nobody else is in the pilot's area. The pilot should stand at one end of the pilot's area and launch away from the pilot's area.
- 6) Not more than 3 aircraft are to be flown at one time.
  - 7) Pilots, whilst flying, shall stand together on the flight line, centrally and close enough to each other to hear calling of 'take-off' and 'landing' calls.
  - 8) **Following best advice given by the BMFA, with respect to the possible interference between mobile phones and transmitters, the club shall adopt a policy of No Mobile Phone on the flight line forward of the benches.** The ONLY exception to this rule is when members are flying solo on the field.
  - 9) Jets, control line aircraft and helicopters cannot be operated from the site. However, multi-rotor models may be operated in accordance with Section 6 of



this handbook. When a multi-rotor model is being used in a search and recovery role all fixed wing flying must cease for the duration of the search and recovery.

- 10) All aircraft are to meet the BMFA recommended noise levels of less than 82db at 7m. The club has a procedure for testing and maintaining a log of noise tests.
- 11) As part of the noise test procedure, all models fitted with a failsafe, shall be statically tested. This to demonstrate that when the transmitter is turned off (to simulate loss of radio signal) for electric powered models only the motor cuts completely, or in the case of IC powered models the engine reduces to idle.”
- 12) Regardless of the above any aircraft considered noisy by a Club Instructor will not be allowed to fly.
- 13) Flying is NOT permitted either above or to the East of the road alongside the flying field or inside the area formed by extending the Pit Area fences to meet the road as shown on the map in Section 5 of this handbook.  
When flying FPV the pilot shall adjust his flight lines so that the higher the model is flown the further the model is flown to the West of the No-Fly-Zone boundary. For example, it is acceptable to fly along the Eastern (nearest) edge of the mown runway while flying at a height of 10 feet (or less) but by the time the model is flying at 100 feet the closest approach should be nearer the runway centre line. It is recognised that judging the model's height above the ground is difficult but the intention of this guidance is that an FPV pilot simply flies in such a fashion that he does not unduly worry other club members. Equally, flying further away from the safety boundaries specified in this handbook as the model's height above ground increases allows a greater margin of safety if the model departs from its planned flight path.
- 14) The field is only to be used by members of the BMFA holding a current BMFA insurance certificate. Guests of members must, at all times, be under the direct supervision and control of an AMFC member approved by the Chairman. Guests wishing to fly must also hold a current fixed wing BMFA 'A' cert. or higher qualification as well as current BMFA insurance. The guest must be briefed by a club instructor regarding field rules and limitations before the guest can fly.
- 15) During flying the field gate is to be unlocked for emergency access.
- 16) AMFC will provide for the site:
  - a) A lockable field gate with combination lock to allow access to members and the Estate staff. The club combination lock number will be changed on the 1st January each year or as required, and the combination immediately made available to the estate staff.
  - b) The gate is to be locked at all times when the site is not occupied. When the field is in use the gate must be left unlocked to facilitate easy access to the field in an emergency.
  - c) In the event of an incident requiring emergency services, a notice will be displayed on the frequency peg board which gives clear instruction regarding the location of the field.
- 17) Site maintenance.
  - a) The site will be kept clean and tidy at all times.
  - b) All rubbish must be responsibly disposed of away from the flying field or taken home.

c) The grass in the pits area should be kept short and tidy. Less than 6 inches.

18) Car Parking.

Cars can be parked close to the hedge on either side of the gate, but it is not permitted to drive in any other area of the site. Under no circumstances are cars to be parked on the public road to the East of the site. Please drive so as not to cause ruts or damage to the grass while keeping close to the East hedge.

19) Animals.

Dogs can be brought on to the site, subject to the following regulations. The dog is to be kept on a lead at all times and within the car park area. Under no circumstances are dogs to be taken into the pits, flying field or surrounding fields and woodland.

20) BMFA regulations.

AMFC shall ensure that member adhere to the current BMFA regulations and recommendations, and behave in a considerate manner to the surrounding environment and people that live and use surrounding area.

21) Access to the site.

The site operating times are:

- i) Electric Flight. Daily, 08:00hrs to 1 hour before dusk.
- ii) I. C. Flight. Daily, 10:00hrs to 18:00hrs daily or 1 hour before dusk whichever occurs earlier.

22) **The gate must be closed and locked by the last member to leave the site.**

**A spare lock is under the table and set to the same combination should the gate lock fail to operate.** (The estate use the red combination lock.)

To avoid driving past a sensitive point, approach and leave the field to the North and avoid the road to the right as you leave the field. All these narrow roads are Estate Roads which, although public, are used by people involved with the Estate so please remember your Tenure depends on their good will.

## **First Aid**

A basic First Aid Box is available. This is held within the site 'Wind-Sock' box. Any use of this should be reported to the AMFC committee to ensure contents are replenished and are available for any future use.

## **In The Event Of An Emergency**

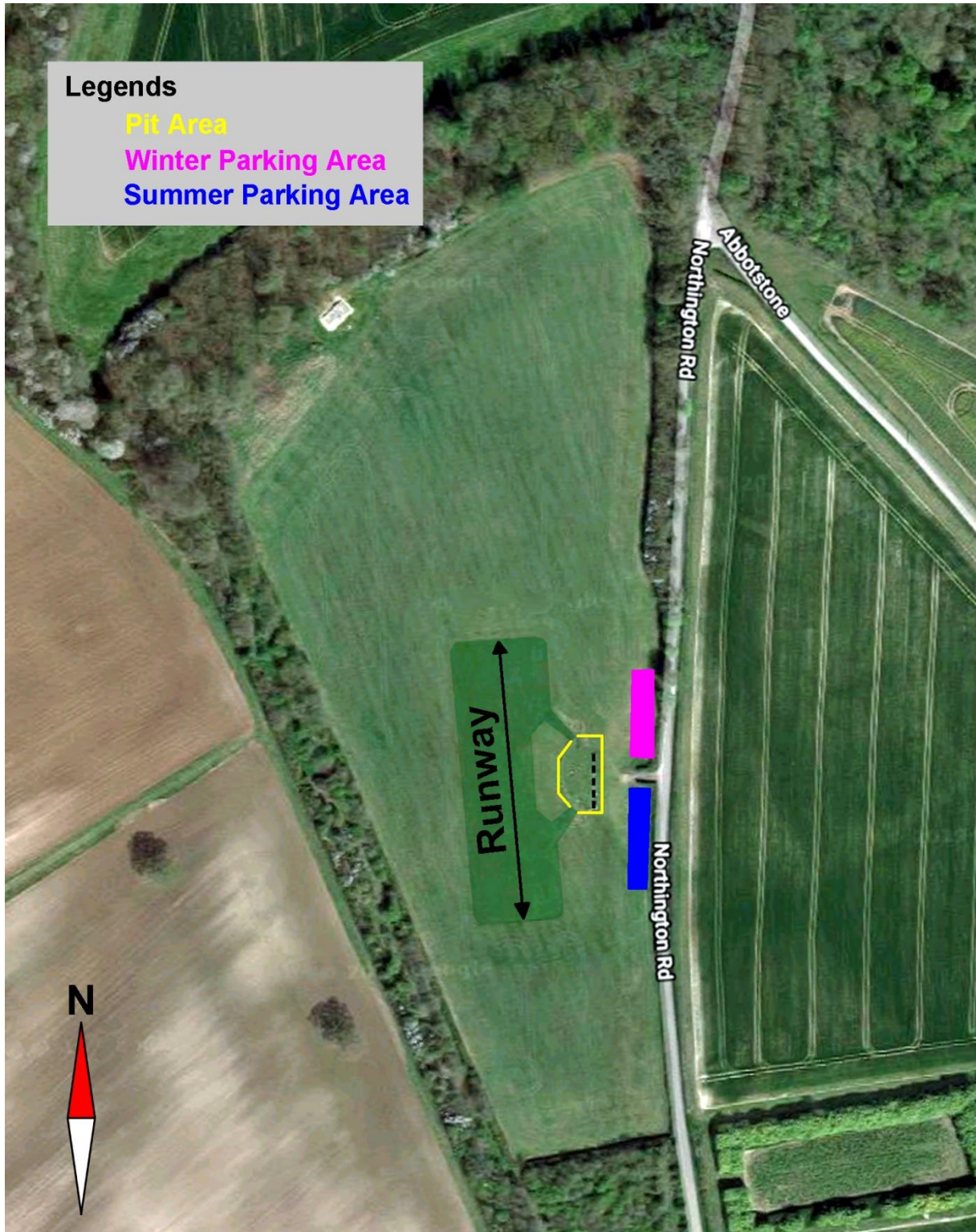
**Call 999 And Give The Site Location  
Itchen Stoke Model Flying Site.**

**'what3words' input for Alton MFC, main gate entrance :  
*complies.cemented.decks***

**Location: 51° 6'52.72"N 001°12'43.37"W**

**SECTION 4:**

**Itchen Stoke Model Flying Site  
Runway & Other Designations**



**SECTION 5:**

**Itchen Stoke Model Flying Site  
No Fly Zone**

Flying is NOT permitted either above or to the East of Northington Road or inside the area formed by extending the Pit Area fences to meet the road as shown on the map below. When flying FPV please fly further to the West of the No-Fly-Zone as your altitude increases (See Section 3, Regulation 13).



<b><u>SECTION 6:</u></b>	<b>Itchen Stoke Model Flying Site Multi-Rotor Model Regulations</b>
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**IMPORTANT NOTE**

**Those wishing to fly multi rotor models must read, understand,  
and accept the entirety of this section.**

- Helicopters are specifically excluded from being flown at any time.
- The operation of “drones” used for “search and rescue” as already specified in the club handbook may continue operation as usual in accordance with the club handbook.
- Fixed wing fliers take precedence, but the committee hopes that everyone will “take turns” as normally happens with fixed wing flying.
- Members must hold a minimum of the BMFA ‘A’ Fixed Wing Certificate before they undertake their first multi rotor flight at the field, and that flight **MUST** be conducted in accordance with the First Flight Requirements section at the end this document.
- **The committee has authorised Colin Gross to conduct the First Flight checks to ensure that drone fliers can operate their models safely, and Colin is also the nominated club representative for any drone related issues.**

**AMFC Multi Rotor Regulations**

At all times, the operation of fixed wing models shall take priority. However, the committee hopes that fixed wing fliers will allow multi rotor fliers to have a turn at flying in the same way that fixed wing fliers take turns.

*Note for multi rotor fliers:*

*There are frequently times when fixed wing models are not being flown such as “lunch time” or when the sun / weather conditions may deter fixed wing fliers.*

1. All MR fliers shall have a minimum of a BMFA (A) Fixed Wing standard of flying proficiency. This is to ensure that any multi rotor flier, who may hold a BMFA Multi Rotor Basic Proficiency Scheme certificate (or higher), is fully aware of how the fixed wing operations take place on the flying field.
2. The committee recognises that the club will not offer MR training, but club members currently experienced in operating MR will generally be able to offer advice to any

club member wishing to try MR flying.

*Note: Most MR models are small enough to be flown in a back garden (or during the club's indoor evening meetings), so the operator can therefore achieve the requisite standard of flying without operating at the club flying field.*

3. All MRs shall have the operators CAA identity number clearly marked on the model.  
*(NOTE: It should not be marked on the LiPo flight battery which may become dislodged from the model in the event of a crash).*
4. All MRs shall only be flown once they have met the noise requirements specified by the club.
5. For MRs not fitted with a Return-To-Home (RTH) facility, the noise test for MR shall also be used to demonstrate to the tester that the MR has a functional ARM / Disarm switch and that in event of loss of radio signal, the MR will default to a 'motors-off' state.
6. For MRs fitted with Return-To-Home capability, the operator SHALL comply with the following requirements:
  - a) Models that return to the position where they are switched on, shall not be switched ON unless they are located above the drone mat or in a position closer to the runway.
  - b) Models that allow the user to specify a Return-To-Home position shall use the following: **Latitude: 51.114534 Longitude: -1.212639.**  
This position is central on the far side of the runway for safety. If the model has a site detection capability, (such as that of iNAV6), the model must not be switched ON unless it is located within the site detection's specified "detection range" of the position specified in this paragraph.
7. **All MRs shall be flown with due regard to the site "No-Fly Zones" covering the pit area and local roads, and if being flown using FPV in accordance with Section 3 Regulation 13.**
8. As mandated by the CAA, all MRs must remain within the unaided eyesight of the competent observer. The committee recognises that when the MR is operating within the flying field and below the height of the hedges, it may not be readily visible to the observer. However, operation of MRs below the tree line effectively puts the MR into a controlled, (Non-Public), space as per the requirements for drone racing. This is where the observer is present to inform the MR operators if anything or anyone, intrudes into that controlled space and what action the MR operator needs to take.
9. **No more than three (3) MRs may be flown simultaneously.**

10. When more than one MR is being flown, the operators shall be co-located so that they may tell each other where they are, this to mitigate against collisions. For simplicity, it is recommended that the Southernmost operator is named 1, The centre operator is 2, and the Northernmost operator is 3. Appropriate calls such as: *“3 is in the North West corner at 50 feet and heading South”*, should enable operators to know where other MRs are.
11. It is recommended that all MRs are fitted with a “Lost Model Buzzer” to assist with locating the MR if it crashes in long grass. We do not want unfound MRs and the LiPos to be littering the field and, due to their size, MRs can be much harder to locate than a crashed fixed wing model.
12. Before any MR flight is undertaken, the MR flier shall obtain agreement from the fixed wing flier who are present at the field that the flight may take place.
13. If fixed wing fliers are not present, then the MR shall be operated in accordance with all Club, BMFA and CAA rules and regulations.
14. A lone flier may fly MRs using ‘Line-Of-Sight’ (LOS) as defined by the CAA.
15. **FPV flights shall only be made if the MR pilot has a competent observer co-located with him as required by the CAA.**  
*(Competent normally means someone who has their own CAA operator ID).*
16. To avoid unnecessary interference with fixed wing flying, if agreement for a MR flight has been given then, **the MR pilot shall limit his flight time to no more than 10 minutes.** *(Unless agreement was that he could fly for a specified longer period e.g. while all the fixed wing fliers were otherwise engaged).*  
If no fixed wing fliers are present when the MR flight commences, then the ten-minute flight duration shall be considered to commence from any time that an arriving fixed wing pilot makes his presence known to the MR pilot.
17. The designated take-off / landing zones for MRs are the drone mat or where either taxi way meets the runway.
18. Every MR take-off shall be conducted with the MR facing directly away from the pit area safety fences.
19. **MRs shall not be flown at the same time as fixed wing models** even if the fliers agreed to do so.  
This is to avoid any potential incidents of models going out of control in the event of mid-air collisions. This might for example arise if a fixed wing flier asked a MR flier to “capture” in flight footage of their model.

**20. All the requirements listed above shall be subject to regular review and changes may be made as deemed appropriate.**

### **First Flight Requirements**

1. **The first flight of any MR must be conducted with the presence of the club noise tester.**
2. The MR shall be hovered at approximately 1.5 metres above the ground and at a distance of 7 metres from the sound level test meter. **The noise level must be less than 82dB.**
3. If the club noise tester considers that the MR is not under sufficient control for the test to be conducted safely, he shall order the operator to immediately land the model and the test shall be abandoned.
4. The committee recognise that MRs cannot be tested in the traditional fixed wing fashion. The noise generated by a MR can be much greater in flight than if statically tested. To that end, the first flight of any MR shall only be conducted in the presence of a club appointed noise tester. The tester shall make a subjective noise assessment as the MR is flown.
5. **Any MR that is considered too noisy, either during the test or in later flights e.g. if flown more aggressively, shall not be permitted to fly and must land immediately if instructed to do so.**
6. The MR flier's operating ID shall be recorded by the noise tester in the club noise register to demonstrate that the MR has been noise tested because the committee recognise the difficulty of attaching the current noise test label to a MR model.
7. **The first MR flight by a club member who does not hold a minimum of a BMFA Multi Rotor Basic Proficiency Certificate (BPC) must be conducted in the presence of an AMFC nominated examiner.**
8. **The MR operator shall only fly the MR in accordance with all the requirements specified in this document. If the examiner considers the operator to not be following the requirements, he may refuse to give the MR operator permission to fly at the AMFC flying field.**
9. The MR operator shall prepare the MR for flight in the presence of the examiner to demonstrate that appropriate checks are made to ensure safe operation of the model (e.g props, aerals, batteries etc. are secure).



10. If the operator intends to fly using FPV, the operator shall position the MR on his chosen take off position, and once he has fitted his goggles, (or other viewing device), he shall ask the observer (examiner) for permission to take off.
11. After take-off, the MR operator shall demonstrate his ability to safely operate the MR by flying a figure of eight pattern using the full area of the mown runway at a steady height.  
*Note: the examiner may specify a lesser distance for small multi rotor models if required for visibility reasons.*
- 12. If the examiner considers the MR operator to be flying in an unsafe manner, he shall instruct the operator to land immediately. The operator MUST then do so.**
13. After completing the flight to the satisfaction of the examiner, the MR operator shall land the MR on the drone mat or taxiway.
14. The MR operator may only fly MRs at the field if the examiner has deemed the demonstration flight to have been conducted satisfactorily.