

*Maidenhead Radio Modellers
Handbook 2011*

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Section 1. **INTRODUCTION**

The Club Handbook will give you an introduction to Maidenhead Radio Modellers by describing the history, objectives, facilities and organisation of the club. If you are interested in powered radio control flying and are not currently a member of a club, then Maidenhead Radio Modellers will provide the training and other assistance necessary to develop your interest in safety – if you are already an experienced flier, the club will also welcome you as a new member and as a fellow spirit.

The Club was founded in 1948 to support radio control enthusiasts, and has evolved specifically into powered radio controlled planes, helicopters, and gliders, including these days plenty of electric powered craft.

We are based at Hyde Farm close to the A404 near Bisham roundabout between the M4 and the M40 motorways just outside Maidenhead.

There is currently a full with a membership of 76 members and a short waiting list to join. We can usually take on a few new members around January when for different reasons a few new openings turn up.

If you want to join its most important to register your interest with the club secretary ASAP. This can be done through the MRM web site or turn up at our flying field where you will be made welcome. If you are new to flying and would like to experience radio control flight we have a club trainer we can give you a short flight budded up with one of our club instructors.

We especially welcome new and younger members to help develop their interests.

The objectives of the Club are defined in the Constitution, and include promotion and encouragement of radio control model.

Times have changed in the early days almost all the models would have been built from scratch these days more and more kits have been developed over recent years and electronic equipment has become available.

Today almost all the models come from ARTF (almost ready to fly) kits. Most only take about 15 or so hours to get flight ready. This giving people more time to spend their time flying instead of the many hours building.

The Club is affiliated to the BMFA and membership of the club requires that every member must also be a member of the BMFA, through which all our members must be insured. The Club rules and conditions of insurance are described in the BMFA Handbook, and members are free to request detailed information or explanation from any committee member.

This is also available on the BMFA web site.

Club meetings are held on the first Thursday of each month at Cookham Social Club, when different things are arranged such as a speaker on subjects within flight.

Also electric evenings are very popular where people can bring their small electric models and have a fly and a chat.

The Handbook includes contacts for the club and an application form is available from the club secretary – if you are interested in joining, or would like to discuss any topics related to the club or aero modelling in general, you will be very welcome to contact us.

Up to date contact email are available on the club web site.

The Club Web Site can be found at

www.maidenheadradiomodellers@yolasite.com

Steve Ryan-Bell Club

Secretary 2010 /2011

Email thamesriverman@googlemail.com

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HISTORY OF MAIDENHEAD RADIO MODELLERS

THE CLUB IN 1948:

This is a brief history of the club compiled by Les Boyd he was one of the founder members, and was a Life Member. Les passed away in recent years.

The club known originally as Maidenhead Aero modellers Club was founded in 1948, and became Maidenhead Modellers Club and subsequently Maidenhead Radio Modellers.

At an inaugural meeting of six, it was decided to form MAC, to meet each week in someone's front room. The committee was E. Jones, Les Boyd, and one other. Gordon Road School workshop was obtained, but this lasted only one season because the Headmaster said that there would be no juniors after 9.00 pm.

In 1949, Furze Platt Memorial Hall was obtained at a rent of £1 per night, to be met by the committee until the Bank Balance reached 3 figures. All subs which were two shillings and six pence (12 1/2p) for seniors and 6d (2 1/2p) for juniors were to be banked. The secretary was J Glennister, and Les Boyd was the Treasurer. Flying was temporarily at Cookham Dean and the membership stood at 40.

1950 to 1960:

White Waltham airfield granted permission to fly, with a jeep for retrieval on the centre of the airfield, on Sunday afternoons. £5 was charged for control-line demonstrations at local fetes. Use of the airfield was lost due to mushrooming out on the main runway. Membership was now limited to 150. Harry James was the Secretary, Les Boyd remaining as Treasurer. Harry James won the Open American Services Free Flight Championship.

1960 to 1980:

The club moved to St Marks Nursery School, where nightly rent was £6. John Chamberlain won the Junior Nationals. Flying was now at Maidenhead Thicket, Hutts Farm, and Widbrook. The Club decided to build its own Clubhouse and a site was obtained at Holmanleaze (now the site of the Ivy Leaf club). Tony Clements, working for a local builder, acquired some half-dozen huts in sections, these being arranged to create one hut 70 feet by 15 feet, with light, water, etc, after a lot of work by (most of) the members. Later on the Council requisitioned the site for the Ivy Leaf Club, but built new huts at the rear, one of which the club rented – another move! There was a highly active Car membership at the time, and John Chamberlain became a works team driver.

1980 to 1990:

Although there was plenty of flying activity, (the Car section had split off, and eventually disappeared), use of the Clubhouse dropped off until as few as three people were turning up at the weekly meetings, and a further rent increase prompted the club to decide to discontinue the lease. Ray Hester and Les Boyd won a trophy at Old Warden Scale Day. Membership settled at 80 from a low of 36 in 1984.

Les Boyd 1990

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HISTORY OF MAIDENHEAD RADIO MODELLERS (Continued)

1990 to 2000:

During the 90's the Club flying sites have been at Hyde Farm all year round, and at Widbrook Common from mid October to mid May. The use of Hyde Farm was secured in 1997 with Planning Permission from the local council for model aircraft flying, following negotiations managed largely by Mike Keay. The planning permission was contested by a few local residents who complained of the noise, and the Club agreed to relocate the Take Off and flying areas, and to limit the number of aircraft in the air at any time. All models are required in any case to meet a test in compliance with the BMFA guidelines on noise level. Throughout the 1980s and 1990s, Nick Papillon was the Treasurer, and Martin Sutton was Chairman for most of the 1990s. There were few occasions indeed when a visitor to Hyde Farm would not have been greeted by Ted Mapstone, for many years the chief Training Officer for the club, and later a Life Member. The membership is restricted by the planning application to 75 members, including Seniors and Juniors. The Club's 50th Anniversary was held in 1998.

TODAY: 2010

In 2008 there was a big change. The club in recent years had slowly diminished with numbers falling mainly due to the committee officers rarely being seen on site and the remaining committee struggling to hold the fort. The AGM 2008 saw a big change. The new committee was voted in for 2009 by the members and the membership became full at 75 by February 2009. The club now is seen to be busy both weekends and also weekday flyers. The AGM of 2009 for the 2010 season saw little change the new committee are ALL active flyers and can often be seen every weekend and sometimes weekdays.

THE OFFICERS OF THE CLUB ARE

The Club Chairman is Andy Loges
The Club Secretary/Web Master is Steve Ryan-Bell
The Club Treasurer is Jeremy Ainsworth

The rest of the committee are
John Holland Social Events Organiser
Margret Ainsworth Noise Checking Controller

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Club meetings

Club meetings are held on the first Thursday of each month at Cookham Social Club,

Most months we try to arrange something of interest 2009 saw 2 guest speakers. One a former test pilot who did a talk and a slide show, the other one of our members who is an Easy Jet Captain talking about his life of flying both very funny and informative.

Also electric evenings where members bring their latest indoor helis etc.

The Club is affiliated to the BMFA and membership of the club requires that every member must also be a member of the BMFA. The Club's insurance is via the BMFA.

The Club rules and conditions of insurance are described in the Club Handbook and also related items in the BMFA handbook.

Members are free to request detailed information or explanation from any committee member. It's also on the Club and BMFA web sites.

The flying site is at Hyde Farm.

This year we have a new landlord (the son of the previous one)

We have built up a good relationship this year with our landlord also we have had to enter into a new lease Steve Ryan-Bell and Andy Loges are the Trustees for the club.

The club continues to focus on powered radio controlled flight, with both fixed wing and helicopters I.C. powered and also electric flight which is getting more and more popular

The club has a number of trainers who will be glad to train new members up to a safe level of proficiency.

The last 12 months or more the achievements can be seen on the club web site the amount of achievements are quite impressive and shows the hard work and dedication of the members involved.

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DIRECTIONS TO HYDE FARM:

Please check flying times in the section on Club Rules
From the A404 – the dual carriageway connecting the M4 and M40 between Maidenhead and High Wycombe
At the Bisham roundabout – the first roundabout south of the Thames
Take the A308 towards Pinkneys Green – the A308 is a winding road, initially uphill
(Note – Hyde Farm is sign posted on the A308 – do not take this entrance because this is the entrance to the farm house)
Turn right at Lee Lane - on a left-hand bend, the first turning on the right, 1 mile after leaving the A404 – this is a narrow country lane
After 0.3 miles, take the first turning on the right – a very narrow country lane
The entrance to the Hyde Farm flying site is 0.5 miles down this lane on the right hand side

Enter the farm gate and turn immediately left for the flying site car park – in consideration of other countryside users, please do not park on the lane –

DIRECTIONS TO COOKHAM SOCIAL CLUB:

The circle at the top is centred on the social club.
It's the building opposite the railway station.
Park your car in the car park opposite.

Access is via the side entrance on the right of the building. Press the intercom button on the wall and tell the barman you are with the model club

Pull the door open when you hear the buzzer.
Every first Thursday in the month you will find most of us in the bar prior to 8pm and thereafter, upstairs.

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CLUB RULES

Dangerous flying or any breach of the rules, or of the BMFA code of practice may result in the offender being banned from use of the club facilities for a period to be determined by the committee, with no refund of subscription

FLYING TIMES:

Hyde Farm:

Sunday 10.00 to 13.00. See **Note** below.
Monday No flying of any models
Tuesday 10.00 to 17.00 Mixed flying
Wednesday 10.00 to 20.00 Mixed flying
Thursday 10.00 to 17.00 Mixed flying
Friday 10.00 to 17.00 Mixed flying
Saturday 10.00 to 17.00. See **Note** below.
No flying on Bank Holidays.

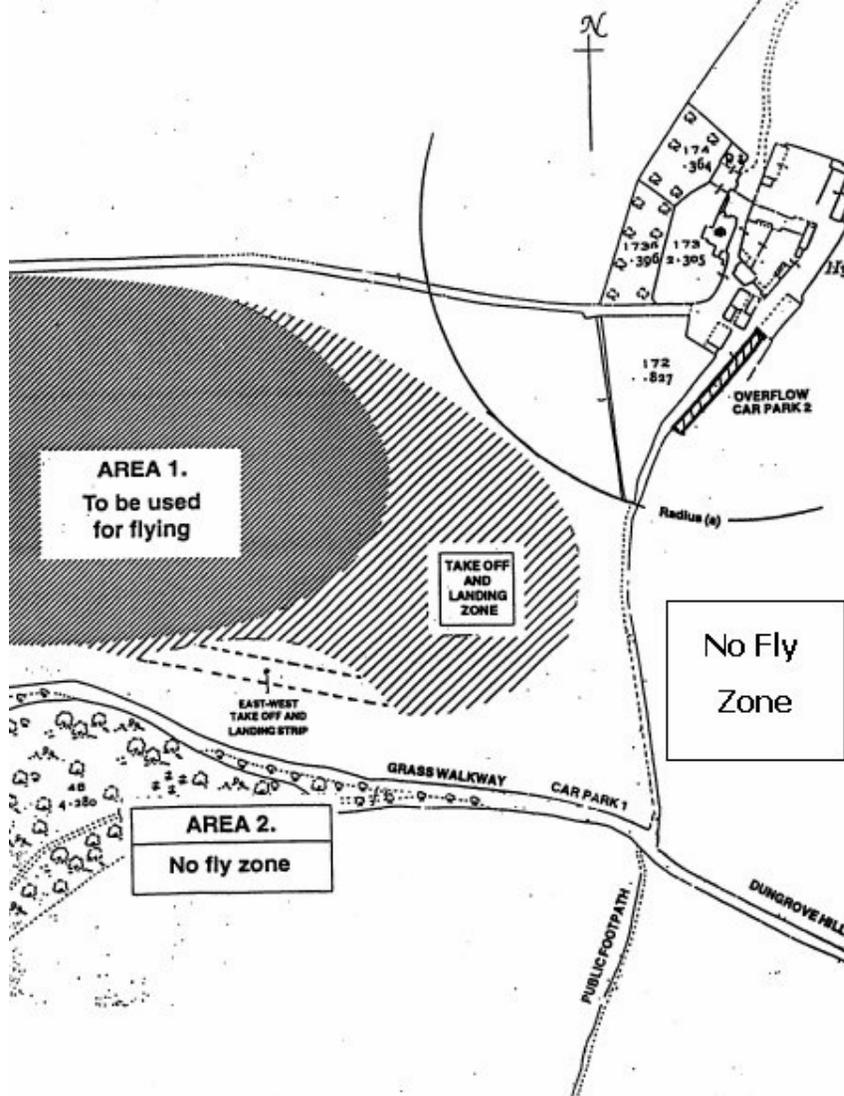
Note:-On Saturdays and Sundays helicopters have priority during the last 20 minutes of each hour and fixed wing aircraft have priority at all other times. During times of fixed wing priority time, helicopters may only fly if no fixed wing models are being flown, and vice versa.

FLYING FIELD RESTRICTIONS:

- (1) Models including helicopters shall be noise tested to comply with BMFA policy before first being flown, and shall be re-tested if the motor, propeller size or silencing system is changed. A club noise meter is available. Random noise checks may be carried out at any time.
- (2) Flying areas laid down in these rules must be strictly adhered to.
NOTE - at Hyde Farm these restrictions form part of our Planning Agreement
- (3) **Unless members hold a Club Certificate of Competence or a BMFA A or B certificate, they may only fly under the supervision of a Committee Member or other member authorised by the committee.**

TRANSMITTER FREQUENCY CONTROL:

- (4) 2.4ghz Place your named peg on the peg board(black section)
- (5) 35mhz place your peg on the correct number on the peg board.
- (6) If a peg is already on your channel find the owner and arrange to share the frequency DO NOT REMOVE THEIR PEG AT ANY TIME THEY MUST DO THIS THEN YOU CAN PLACE YOURS ON THE SPOT
- (7) It is not possible to operate two transmitters on the same channel on 35mhz without interference.
- (8) For safety reasons, you may not fly unless you display the correct pennant and have placed the associated peg correctly on the Peg Board (see "Safety Guidelines, Transmitter Channel Control")



- (7) No more than FOUR powered models shall be in the air at any one time.
 - (8) Only the 'East-West' strip may be used as a runway.
 - (9) The accompanying map shows the flying areas as defined in our planning agreement. Please stick closely to them or we will risk losing the site - in particular, do not fly further East (i.e. nearer Lee Farm than shown)
 - (10) There must be no over-flying of the public road or the adjacent footpath or the concrete road to Hyde Farm at any height.
- All normal flying must take place over the field towards the Marlow bypass.

HELI RULE

3D Heli flying; this type of extreme flying must not be done too close to the pits area.

3D Helicopter Flying

For 3D Heli flying the pilot is to stand in an area in the bottom 3rd of the runway (bypass end or furthest away from the car park) at a point approx 15 feet from the edge of the strip, or closer to the field if the pilot so wishes. 3D Flying will then take place in the normal flying area out over the field. Landings can then be executed anywhere on the strip dependent of prevailing weather conditions.

Helicopter Training, Circuit & Scale Flying

There will be no change with pilots standing in one of the two usual nominated pilot areas.

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CLUB RULES (Continued)

- (11) In addition to the noise test requirement above, a model may be banned from flying if, in the opinion of a committee member, it is excessively noisy.
- (12) All flying after take-off must be at reduced throttle.
- (13) Extra care must be exercised when members of the public are in the vicinity. Be aware of and show courtesy to horse riders, walkers, cyclists and other road users.
- (14) The permission of the committee is required before flying a twin-engine model.

CAR PARKING AT HYDE FARM:

- (15) Cars must not be parked on the grass verges along the public road. Take off and landings must never be carried out towards or over the parked cars. In order to avoid this, cars should be parked in the area marked Car Park 1, along the hedge. Cars must not be parked nearer to the runway than the sign showing "NO CARS BEYOND THIS POINT"
- (16) The limit of the parking area, because of the danger of a model veering off the runway on take-off or landing.
- (17) If there is not sufficient space left for your car when you arrive, please do not park on the flying field. Cars may be parked on the right of the concrete track leading to Hyde Farm, on the large grass area just before the first barn, shown as overflow Car Park 2.

VISITORS:

- (If any member of the public approaches you and complains while you are flying, please obtain the complainant's name and details of the complaint, and pass the information to a committee member as soon as possible.)
- (18) The club welcomes interested visitors to our flying sites, but as spectators only - if anyone wishes to fly as a guest, they must be given agreement from the committee in advance. It is essential that all visitors are aware of the hazards involved and be informed of the safe areas from which to watch; if you invite guests, their safety remains your responsibility at all times, and you must tell them what to do and look after them. They must never be left to wander freely around, and unless they are familiar with the operation of model aircraft, it may be safer if they remain in a car.
- (19) There is the possibility of passers-by stopping to watch the flying; If you notice someone whom you do not know wandering about or standing in a dangerous position, please tell them what to do and where to stand for their own safety.
- (20) It must be stressed that the foregoing applies particularly to children.

USE OF MOBILE PHONES:

- (21) Mobile phones must not be switched on in the pilots box or left in standby mode within the flying site during flying hours.
- (22) 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.

The safe operation of our flying sites is in the hands of every member on the flying site at any time; the committee can make recommendations but it is up to each and every one of us to be aware of the risks involved, and to do one's best to avoid them

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SAFETY GUIDELINES

INTRODUCTION:

The aim of the club is to encourage the safe flying of model aircraft. Absolute safety could only be guaranteed by imposing rules which would effectively prevent any model from ever taking off – the aim therefore is to eliminate unnecessary risks by a combination of common sense and (a minimum) of rules.

The rules and recommendations that follow are based on many years experience of operating radio controlled models. They are provided so that you may benefit from the mistakes of others and thus be saved from making your own. Please read them. They relate the BMFA Code to the Maidenhead Radio Modellers flying sites and rules and should be read in conjunction with the Safety Codes in the BMFA Handbook.

BEFORE YOU GO TO THE FIELD:

Checking the Model:

Safe flying begins long before take-off. The model must have been satisfactorily built and any 'improvements' that you have made must not have destroyed its structural integrity. The model must be balanced correctly.

The following items should be checked before leaving home (there is nothing more frustrating than arriving at the flying field to find that you cannot fly, and have wasted your journey):

- The whole model for damage
- Wing, engine and radio attachments, and control linkages (both ends)
- Keepers in place on all clevises
- Propeller, silencer and undercarriage, for damage and security
- Fuel system
- All wiring and the charge state of the batteries
- Operation of the radio (including ground range check if required)

Checking the Radio Control System:

All the controls should be operated slowly throughout their entire range; the servos should move smoothly and progressively.

The wiring should be pulled gently to ensure that there are no loose connections or internal breaks, and it is advisable to inspect the Nicad negative wire at regular intervals for corrosion (it will turn black and brittle, even inside the insulation).

ALWAYS CHECK YOUR BATTERY WITH A BATTERY CHECKER BEFORE EVERY FLIGHT

THIS IS PARTICULARLY IMPORTANT IN COLDER WEATHER WHEN YOUR BATTERY BECOMES LESS EFFICIENT

Many models have been lost through low voltage, the first thing that gets the blame is interference when often it's not!!

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Ground Range Check:

If either your radio equipment or your model is new or repaired, a ground range check is essential before the model is flown. To save time this may be done at home, if the necessary space is available.

Initially the maximum range check with the aerial fully retracted should ideally be carried out by two people. One should hold the transmitter with the aerial retracted pointing at 45 degrees from the vertical. The other should walk away with the model held at shoulder height such that the extended receiver aerial is also at 45 degrees from the vertical, and at right angles to the transmitter aerial from a bird's eye view.

PLEASE NOTE:

It is not possible to give a specific distance for range, since a number of factors will affect the distance obtained.

However, if all the controls on the model do not operate consistently and without interference at a distance of at least 50 metres from the aircraft, then -

DO NOT ATTEMPT TO FLY -

HAVE THE RADIO CHECKED BY THE SERVICING AGENTS.

Use of Silencers and Noise monitoring:

The Club's flying sites are in a heavily populated area and it is essential that models are adequately silenced. We operate to the BMFA noise limit of 82dB at 7 metres and a noise meter is available to monitor this. It is the responsibility of each member to ensure that his models meet the club noise limit and has been tested using the club's noise meter. On successful completion of a noise test a sticker will be supplied to be fixed on the aircraft concerned.

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, this seems very often to have been achieved simply by reducing the power available from the motor and thus reducing the RPM – a larger propeller may reduce the RPM and the noise level without substantially reducing the power available. Club trials have indicated that propeller noise causes as much problem as exhaust noise with high-revving engines.

Manufacturers' silencers are generally effective, with the notable exception of the open-fronted types, which seem next to useless.

When you arrive:

REMEMBER!

TO FLY 'SOLO' YOU MUST HOLD A BMFA A OR B CERTIFICATE, OR HAVE PASSED THE CLUB TEST

OTHERWISE

YOU MUST BE SUPERVISED BY A COMMITTEE MEMBER OR OTHER AUTHORISED MEMBER

If flying is already in progress, note the runway direction in use BEFORE you approach the flying area, and take care not to obstruct other models on take-off or landing. Place all your equipment beside that of earlier arrivals and clear of the flying area, and position your model so that when you start the engine, all exhaust fumes, oil etc are blown clear of other pilots and their models.

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If you are the first to arrive at the field, note the wind direction, decide on the runway direction to be used, and position yourself accordingly, keeping a safe distance from the runway.

Pre-Flight Safety Checks:

Your sequence of checks before you fly should be:

- (1) Check the aircraft thoroughly for any damage that may have occurred in transporting it; wings and fuselage for surface damage, tail for damage and security
- (2) Check that all the linkages are secure, both at the control surfaces and at the servos (a bang on the tail can often unhook a clevis!). Check that all the servos are secure. Assemble the aircraft for flight.
- (3) Check that the Balance Point of the aircraft is positioned correctly.
- (4) Check the undercarriage for correct alignment, security and tracking, and that the wheels rotate freely.
- (5) Check that the engine is securely mounted and that no screws or bolts have vibrated loose. Check the throttle linkage for security.
- (6) Ensure that the propeller is undamaged and securely bolted on.
- (7) Check that your frequency is clear and clip your peg to the pegboard (see Transmitter Channel Control). Before switching on, check that your transmitter aerial is fully retracted, then switch on the transmitter, then the receiver, and operate the sticks to check the controls. NOTE: Your aerial should not be extended before you are ready to fly, and should be retracted again at end of flight
- (8) Check all the controls for full movement, in the correct directions, and check that the control surfaces are in the correct positions with the trims at 'neutral'. Check that the Rate controls and switches are in the required positions.
- (9) Carry out a Ground Range Check if required – see under 'At the Flying Field – Ground Range Check'
- (10) Ensure that the model is firmly anchored – if you do not have your own means, the club has provided wire 'stays' which can be used in conjunction with a screwdriver or other peg in the ground to anchor the model by the tail – MAKE SURE YOU USE THESE – THERE ARE ENOUGH HORROR STORIES ALREADY!
- (11) Ensure that there is sufficient fuel in the tank, and start the engine – use a Chicken Stick if you are not using an electric starter; do not lean over the propeller while starting – NEVER start the engine while someone is in the line of the propeller, and NEVER put the propeller in line with anyone while you are holding the plane, especially while 'nose-up' to test the mixture setting.
- (12) Ensure that the engine is correctly tuned (following the manufacturer's instructions) – if the engine is not capable of producing full power, control of the aircraft in flight may be much more difficult.
- (13) With the aircraft held securely on the ground, open up to full power and check all the flying controls again.
- (14) If you are not going to fly now, switch off the receiver, then switch off the transmitter, and retrieve your peg from the pegboard

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When Flying

Take your model to the runway:

- (1) Remember to observe the restriction on the number of aircraft in simultaneous operation – NEVER MORE THAN FOUR AT HYDE FARM. Start the aircraft and carry it to the Take-Off point
- (2) Check that there is no aircraft about to land – remember you may not be able to hear any warning to you because of the noise of your engine, so make sure that the flight line is aware of your presence on the runway by announcing “ON THE STRIP”.
- (3) Place your aircraft on the runway
- (4) FULLY EXTEND YOUR AERIAL!
- (5) Announce loudly and clearly that you are “TAKING OFF”
- (6) When you are in the air – move well clear of the runway, and join the flight line until you have completed your flight.
- (7) When you are ready to land announce “LANDING”. This will enable pilots to keep their models clear of the airspace that you need, and will enable spectators to take evasive action if necessary.
- (8) In the event that your engine stops unexpectedly during flight announce “DEADSTICK” for the same reasons as above.
- (9) After landing fully retract your transmitter aerial and, when it is safe to do so, collect your model. Turn off the receiver, then the transmitter and return to the pits area.

ALWAYS:

- (1) Ask for help if you need it – we all had to start somewhere
- (2) Observe the circuit direction – DO NOT fly against the traffic
- (3) Listen for pilots calling ‘Taking Off’, ‘Dead Stick’ or ‘Landing’, and give priority as necessary
- (4) Remain with the flight line
- (5) Think what you would do if the engine stopped – NOW
- (6) Remember how much fuel you have left
- (7) Remember where the sun is – do not fly ‘through’ it
- (8) Call ‘Landing’ and ‘Deadstick’ as necessary and in a timely manner

Always fly within the authorised area and within the rules of the club

NEVER:

- (1) Fly over or directly at or close to the pit area, other people, or the car parking area
- (2) Fly closer to another transmitter than your own
- (3) Fly too far away!
- (4) Fly too far downwind to prevent a glide back to the runway in the event of a ‘Deadstick’
- (5) Fly behind trees, obstacles, etc – they are never where you think they are!
- (6) Taxi models back to the pit area.

Post Flight Safety Checks:

After every flight, your post flight checks should be:

- (1) Receiver OFF – Then Transmitter OFF, then remove your peg from the board
- (2) Check the propeller, undercarriage, and airframe for any damage sustained in flight or landing
- (3) Check all fastenings for security (wings and tail firmly attached, engine and silencer secure, etc)

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REMEMBER – NEVER FLY WITH A DAMAGED AIRCRAFT OR A DAMAGED PROPELLER

Clean down the aircraft

Interference during flight:

Most interference problems occur because an aircraft is receiving a much stronger signal from a transmitter on an adjacent frequency. This situation may arise when someone leaves the flight line while carrying a transmitter which is switched on and with the aerial extended.

The problem also occurs when pilots of helicopters leave the flight line in order to practice hovering etc. If you fly a helicopter, do not stand under the flight path of other aircraft – you are risking bringing other aircraft down on yourself and others. If you must leave the flight line, stand on the 'dead' side of the circuit if possible, or where models will be high up when passing.

After the Flight:

Our flying sites are generally on agricultural land, where animals graze, and any debris may well cause serious injury to them or any wildlife. Please take all your possessions, rubbish etc, home with you! If you do crash an aircraft, make every effort to ensure that all the pieces are collected.

Please remember; the crash or near miss, which may seem amusing to you, may be seen by a visitor as a dangerous display of incompetent flying, or worse.

We are all involved in maintaining the image of the sport in the eyes of the public and the last thing we need when it comes to keeping or acquiring flying sites is a reputation for irresponsibility. The club has to be extremely careful to protect its reputation and it is up to each individual member to ensure that nothing is done to jeopardise it.

SAFE FLYING IS NO ACCIDENT

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CHILDREN AND VULNERABLE ADULTS POLICY

All members 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 everyone is clear on what is expected of them and a few simple principles 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.

- 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.
- A junior member is defined as being under 18 years of age.
- 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.
- A responsible adult is defined as a senior member or parent/guardian who has the clearance, experience, knowledge and training commensurate with the type and degree of supervision required.
- Junior members must be supervised at all times by a parent/guardian, or by a responsible adult nominated by the parent/guardian and accepted by the Club. The level of supervision is to be commensurate with the junior member's age, maturity, capabilities and levels of experience.
- Junior members 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 parent/guardian.
- No child or vulnerable adult shall undertake any activity that might place him or her at risk. In any event prior consultation with their parent, guardian or carer must take place if there is any doubt on the member's abilities to undertake a specific activity.
- No senior member is to be expected to assume responsibility for a child or a vulnerable adult.
- Notwithstanding the requirements of the previous paragraph, should a member discover a child or vulnerable adult that is unsupervised then he/she must assume responsibility for that person's safety in the first instance. The situation should then be rectified as soon as possible by seeking out the parent, guardian or carer. 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.
- Whilst supervising children or vulnerable adults, members 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.
- Should any member, parent, guardian, carer or the person themselves have concerns about the welfare of children or vulnerable adults then he or she is to contact the Club Welfare Officer or Chairman or any of the help lines on Page 6 of the BMFA Policy, Procedures and Guidelines for the promotion of welfare and care of children and vulnerable adults in model flying.

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CLUB EVENINGS & EVENTS

Location of Club meetings:

Club meetings are held on the first Thursday of each month at Cookham Social Club. Directions to the club are given in the section on Flying Sites and Geography.
Meetings are held on the first Thursday of each month, starting at 20.00.

Typical Events from recent Club Meeting Programs:

Talk on Para Gliding and Motoring by Gary Jackson of MRM with slides and video, and explanation of the equipment.

Electronics project by Ed Rees of MRM, construction of Battery Monitoring equipment – build your own with assistance from Ed in the meeting.

Hints and Tips on just about everything to do with designing, building, finishing, by Mike Keay of MRM.

Concours d'Elegance – each year, in May, the members display their latest pride and joy, to be judged by their fellow members, with the top model taking the Club trophy, and awards for the top three plus the best junior.

The AGM is held in December, when you have the chance to elect the committee – or even join it.

Other Annual Events:

Club Fun Fly and Barbecue

Usually held in June, this is a family day to encourage all our members to demonstrate their flying skills, with a barbecue from approx 13.00.

West London Aero Club Members Day

West London Aero Club based at White Waltham airfield holds an annual event in support of the Thames Valley Air ambulance. Aero Club members put on an air display and local aero modelling clubs, including us, provide a static display of models and fly their models during the lunch interval. This event is well worth a visit. The flying is of a very high standard and spectacular.

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INSURANCE CONDITIONS

Extract from BMFA documents as applicable to club members:

The BMFA Members' Handbook, which is issued to all new members of the BMFA, provides details of the insurance conditions.

The conditions of insurance are also outlined on the Certificate of Insurance, which all members receive following payment of club membership.

Each member upon joining or renewing membership is automatically covered by the BMFA Public Liability Insurance and Personal Accident Insurance until the end of the current membership year. Continuity of insurance at year end is maintained providing that the member has rejoined and the Club Secretary has updated the BMFA by 16th January. Please note that this also means that if a member has not paid the club fees by 16th January, insurance cover is no longer current.

All BMFA members carry £5,000,000 Public Liability Insurance and personal accident cover for serious injuries entailing permanent loss of use of limbs, eyes, etc.

All members of the club must be BMFA members for the insurance conditions to apply.

In the event of an accident:

Accidents do happen, but in order to maintain the low premium for model flying cover, it is essential to fly safely. It is in the club's interest to operate strict control of air safety on the site. If in doubt – refer to the BMFA Safety Codes in the current members' handbook.

In the event of an accident:

Do not admit liability

Do not pay third party claims yourself

All claims must be dealt with by Sun Alliance

Notify a committee member of the details – it is required to notify the BMFA as quickly as possible.

BMFA Membership costs including insurance cover:

A member is a junior if under 18 on 1st January of the year of membership.

The BMFA membership fee is included in the club subscription, and is deducted for new members who have already paid the BMFA fees.

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NEW MEMBERS – APPLICATION TO JOIN:

Please contact the MRM Club secretary in the first instance he will send or email you the application form.
It may be returned by E-mail but please note that until the application has been accepted and the subscription received, flying is not permitted on the club sites. The subscription is outlined on the application form but this should be checked with the Club Secretary if Family Membership is required.
All club members must be BMFA members, and be insured through the BMFA, so the BMFA fee is included in the total.
If the applicant is a current member of the BMFA, the subscription will be reduced by the BMFA membership fee.

ACCEPTANCE OF APPLICATION:

The Committee will review applications.
If there is a waiting list for membership, applications will be processed strictly in order of receipt.
The Club Secretary will inform the applicant of the status normally within one week of receipt. New members will receive a club membership card and – if not current members of BMFA, they will also receive a temporary insurance card. Also for new members of the BMFA, when the BMFA have been updated with the new member's details, they will receive the insurance certificate, a copy of the BMFA Handbook, and a voucher for the BMFA 'Approved Flying Training Manual for R/C Power Flying'

NEW MEMBERS:

New members should read the club rules particularly in respect of the flying sites and control of engine noise.
They should also be familiar with the safety guidelines.
A member who holds a BMFA proficiency qualification may fly at the club sites after the BMFA card has been presented to a committee member, and after the plane has passed the noise test.
All members who do not hold a BMFA proficiency qualification are required to pass the club proficiency test before flying unsupervised. Supervision is by a member of the committee or an authorised club member.

TRAINING FOR NEW FLIERS:

It is a major objective of the club to provide as much training as possible to new fliers, and to encourage them to pass the club proficiency test.
'Buddy' boxes will be used if available and compatible with the member's radio equipment.
Our more experienced members are always willing to help with checking out planes and training.
When the club proficiency level has been achieved, the member is permitted to fly solo.
The club will also encourage and assist all members to progress to the BMFA proficiency qualifications.

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"Note to parents, guardians and carers:

Whilst this Club has a moral and statutory duty to take all reasonable steps to ensure the general welfare and protection of children and vulnerable adult members, in particular during the actual act of model aircraft flying and associated pre-flight and post-flight procedures, the Club will not undertake the all encompassing responsibilities of those acting in the role of guardians or carers.

Our activities at the flying site do not finish at a regular time. It is therefore your responsibility to ensure the well being of your charge at all times while at the flying field. It is club policy that a child or vulnerable adult should not be left alone at the flying site, it is your responsibility to supervise him/her at all times during visits to the model flying field, or to appoint a responsible adult to undertake that responsibility.

Should your child have any special medical or physical needs you are required to advise the Club in writing.

Should physical contact be required during model flying for instructional or any other purposes these will be explained to you and you will be required to record your agreement in writing defining the type and limits of contact.

Should the Club wish to use a photographic image of your child, the Club will follow the guidelines laid down by the NSPCC Child Protection in Sport Unit detailed on Page 25 of the BMFA policy and Guidelines:-"The Use of Photographs and Images of Children". In addition, your written consent will be required for the Club to do so.

In addition the BMFA and this Club have specific rules and policies relating to children and vulnerable adults, a copy of which has been provided to you, and you are required to study it carefully, in particular Page 19 of the BMFA policy and guidelines: "Guide For The Parents, Guardians And Carers Of Children and Vulnerable Adults ".

The parent or guardian must countersign this membership form if the applicant is under 18 years of age or by the authorised carer of a vulnerable adult, thereby signifying acceptance of the conditions of membership.

Should you wish to discuss any issue, have any concerns or have suggestions on how we may improve our policies, then please contact: the Club Chairman or Welfare Officer or contact one of the help lines on Page 6 of the BMFA policy and guidelines as you deem appropriate.

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CONSTITUTION

TITLE:

1. The title of the club shall be the 'MAIDENHEAD RADIO MODELLERS'.

OBJECTIVES:

2. To promote and encourage the hobby of radio control model making, and to establish friendly association with the membership of other similar clubs and other interested individuals or groups. It shall count as one of its primary objectives the encouragement of its younger members.

OFFICERS:

3. The officers of the club shall include the Secretary and Treasurer. In addition, the officers of the club may include a President and a Chairman; if a Chairman is elected, there may also be a Vice Chairman.

COMMITTEE:

4. The day-to-day running of the club shall be the responsibility of the committee.
5. The committee shall consist of the Officers and other fully paid-up club members who shall be chosen at the Annual General Meeting and/or Extraordinary General Meetings.
6. All fully paid-up members shall have equal voting power, except that if there is a Chairman present, that Chairman shall have only the casting vote.
7. No proxy votes are accepted at any meeting unless written and signed.
8. It shall be the joint duty of the committee to arrange meetings at which the hobbies may be discussed and developed, at appropriate intervals.

MEETINGS:

9. A committee meeting may be held at the request of any committee member and that meeting shall be held within three weeks of the request.
10. A majority of the committee members, including one officer, must be present for an ordinary committee meeting to proceed. A majority of the committee members including the Secretary and Treasurer, must be present for an Annual General Meeting or an Extraordinary General Meeting to proceed.
11. An Annual General Meeting or Extraordinary General Meeting shall require a quorum of at least seven members, including the representation of the committee.
In the event that the required committee representation cannot be achieved at an Annual General Meeting, Extraordinary General Meeting or committee meeting, due to long term non-availability of one or more elected committee members, the committee shall appoint fully paid up club members as proxy members of the committee to achieve the minimum requirement for that meeting only.
12. Any member shall have the right to bring to the attention of the committee any matter of business concerning the club at an ordinary meeting. The officers of the club shall then put it to the meeting whether the point shall be discussed.
13. The Annual General Meeting shall be held in December and the financial year shall run from the 1st December.

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14. At the Annual General Meeting the committee shall present a report of the club's work and activities and a financial statement for the previous year, and its recommendations for the number of committee members and financial plans for the coming year.

Annual General Meeting PROCEDURE:

15. Guidelines for the conduct of an Annual General Meeting:

Copies of the balance sheet shall be made available at least two weeks in advance of the meeting.

When the committee stands down they should physically move to the floor.

An officer of the club may chair nominations and voting for the new committee.

No person may both nominate and second a nominee or either nominate or second themselves.

Any person who is nominated must indicate willingness to serve in the nominated position.

Committee recommendations for the format of the committee shall be available in advance of the meeting, and shall be stated at the meeting.

An outline description of each position should be given at the meeting if requested by any member.

Subscriptions for the new club year shall be recommended by the outgoing committee at the Annual General Meeting for review, and shall be voted on by the club members.

All members should be notified of the date and time of an Annual General Meeting at least two weeks beforehand.

The agenda for an Annual General Meeting shall be as follows:

16. Open meeting.

Distribution of copies of balance sheet for previous financial year.

Reading of previous year's minutes and adoption.

Club Officers' reports

Other members of the committee give their reports if they so desire.

Club Officers present the committee recommendations.

Voting on committee recommendations.

Prize giving.

An officer of the club asks for a volunteer to Chair until the new committee is elected.

Present committee stand down.

Election of Club Officers, which shall include Secretary and Treasurer.

Election of remainder of committee.

Points arising.

Committee meeting.

Answers to points arising.

Any other business.

Close of meeting.

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SUBSCRIPTIONS:

17. Club subscriptions shall be due annually. Subscriptions are due at the Annual General Meeting and are payable before 31st December. The BMFA subscription will be paid at the same time as the club subscription and is payable by all members, except where a BMFA membership for the relevant year has been obtained by the individual and has been demonstrated to an officer of the club.
18. Acceptance of subscriptions on or after 1st January shall be at the absolute discretion of the Committee.

19. Junior club subscriptions shall not be in excess of half Senior subscriptions.

MEMBERSHIP:

20. Membership shall be at the discretion of the committee.
21. All members paying the Senior and Junior club membership subscription shall be deemed to be full members of the club. Membership shall consist of Junior members and Senior members. Associate members and Honorary members. Juniors shall be 18 or under on the first day of the new club year. Associate membership is at the discretion of the committee. Associate members are not deemed fully paid up members and do not have voting rights. Honorary members shall be members deemed by the committee to be worthy of Life membership without financial obligations to the club and their club membership shall be deemed fully paid up.

EXPULSION:

22. It shall be permissible for the committee to place before an Extraordinary General Meeting a motion for the expulsion of any member, if the committee deem the conduct of the individual to be detrimental to the interests of the club. Voting shall take place at the meeting and shall be a ballot paper vote. At least three-quarters of the votes cast shall be in favour for the motion to be carried. In the event of the motion not being carried, no minute shall be kept.

SECRETARY'S DUTIES:

23. The Secretary shall:
 - Maintain a list of all club members, names and addresses.
 - Keep minutes of committee meetings, Annual General Meetings and Extraordinary General Meetings.
 - Ensure all members are aware of their rights to belong to the relevant governing bodies and if required, arrange annual renewal of their membership.

WINDING UP:

24. In the event of a quorum not being formed at two Annual General Meetings in succession, an Extraordinary General Meeting will be called. If a quorum is not then obtained, the club will be automatically wound up.
25. The club can be voluntarily wound up by a motion at an Extraordinary General Meeting supported by at least three-quarters of the votes cast.
26. On winding up, all monies and assets shall be passed to charities chosen by the remaining members.

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GENERAL:

27. Any alterations to this constitution or any decisions outside its framework shall be placed by the committee before an Extraordinary General Meeting or the Annual General Meeting.
28. The club shall be affiliated to the BMFA. All fully paid up club members must be members of the BMFA.
29. All members shall abide at all times by the general rules, requisitions and codes of practice of the relevant governing bodies.
30. If a Club Committee member engages or becomes involved in Court Proceedings, whether criminal or civil in the member's representative capacity on behalf of the Club, as opposed to as
31. a private individual, notwithstanding that the member is taking part in Club activities but in circumstances where it would be unreasonable for the Club as a whole to ratify the member's actions then in the former instance, i.e. in the member's capacity, the Club will indemnify the Committee member in respect of any fines damages or costs awarded against the Committee member. In the event of a Committee member being awarded damages or costs in the course of proceedings taken by the member or the member's representative capacity, such damages or costs will belong to the club and not the Committee member personally and forthwith upon receipt by the Committee member that Committee member will pay them to the Club Treasurer.

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