

## PART 1 Abridged CONSTITUTION

The full Constitution can be found at [www.nasa.bmfa.org](http://www.nasa.bmfa.org)

### **A NAME & OBJECTS**

A1 The name of the club shall be:

#### **NORTH ANSTON SOCIETY of AEROMODELLERS**

Note: Where they occur in the following paragraphs, the initials NASA refer to the North Anston Society of Aeromodellers.

A2 Our aim is to provide the best facilities possible for members whose common interest is the flying of radio controlled fixed wing model aircraft. Unfortunately we are not able to accommodate helicopters or other rotary wing aircraft.

A3 We also advise and assist our members and fellow enthusiasts as much as possible, providing this can be done within the rules of the club.

A4 The club is affiliated to the British Model Flying Association (BMFA). Every member of the club will be registered with, and therefore be a member of, the BMFA.

Note. The above is an extract from the Constitution of the North Anston Society of Aeromodellers. Section 'B' can be found on the Club website at [www.nasa.bmfa.org](http://www.nasa.bmfa.org)

## **PART 2** RULES (revised December 2021)

### **C. MEMBERSHIP**

C1 Every member must abide by the Club Rules

C2 Every member of the club is also a member of the BMFA and will be covered by the BMFA Insurance Scheme. Members must abide by the rules, regulations and, where possible, recommendations, of the BMFA and of the CAA as laid down in the current issue of the BMFA Members' Handbook.

C3 Membership of the club may be limited to a number decided at the Annual General Meeting. In deciding the actual number consideration would be given to possible problems with noise, safety, and the wishes of the landowners of the flying field.

C4 Prospective new members must make themselves known to Committee members and should, after a reasonable time actually flying a model at the field, apply for membership submitting the Application for Membership (Club Form 2) for consideration at the next Committee meeting. A successful applicant will be required to pay the appropriate club fees.

C5 New members will be asked to achieve a BMFA Radio Control Achievement Scheme 'A' Certificate and submit the form Application to Fly Unsupervised (Club

C6

Form 3) to a Committee member for consideration at the next Committee meeting. When agreed, the member will be able to fly at the field when other members are present but without supervision.

Members and potential new members requiring flight training must keep a 'Log Book' of their training progress, updated by their Instructor. The log book must be available for inspection by the Instructor before flying.

C7

Members approved to fly unsupervised may, after a minimum of a further two months flying experience, apply for a flying field gate key by completing 'Club Form 4' for consideration at the next Committee meeting.

In accepting a gate key you are responsible for the field whilst you are there and other key holders would share that responsibility whilst present. In addition, key holders should consider themselves authorised by the Committee to give such supervision to others as necessary in order to comply with club rules. Such supervision should include ensuring proof of insurance for pilots visiting the field who are not members of NASA (see Rule C8) and a clear understanding of flying field safety. The airworthiness of the models and the pilot's ability to fly must also be assessed.

Application for a gate key will only be considered if the applicant is willing to accept the responsibilities listed above and have a thorough knowledge of our rules.

C8

Any visitor, non-member or potential new member wishing to fly at the field must complete the Initial Club Contact form (Club Form 1). In addition, they must either:-

a)

Be a BMFA member and have their BMFA Membership Card available for inspection by a club field gate-key holder.

b)

If not a BMFA member be covered by the BMFA First Time Inexperienced Flyer provision which limits the visitor to 3 separate day visits. This type of insurance becomes operative when Club Form 1 is completed in duplicate and one copy is retained by the applicant.

c)

If not a BMFA member, obtain immediate BMFA Temporary Membership for a period of one calendar month from the date applied for by paying the BMFA fee of £5 to any Committee member on completion of Club Form 1, completed in duplicate, and one copy being retained by the applicant. The club Secretary will then inform the BMFA who will issue an official acceptance form which can be shown as proof of membership.

d)

If the visitor is from overseas, be covered by being granted BMFA Temporary Membership for a period not exceeding 30 consecutive days, which must be applied for in advance through the club Secretary. The above conditions apply to all visitors before being allowed to operate a transmitter, start an engine or fly a model at the field, during which time they must be supervised by a club member who has been cleared to fly alone; until the Committee decide otherwise.

C9

Attention is drawn to the care of young people and the safety rules and recommendations shown in the current BMFA Members' Handbook. Any young person (under the age of 18 years) wishing to fly at the field must be accompanied and supervised at all times by a Parent, Guardian or a responsible person appointed by the Parent or Guardian. If flying instruction is required this should only be done by an Instructor who has obtained the Parent's/Guardian's consent.

C10

All able members are expected to acquaint themselves with the maintenance of all club equipment and facilities and help carry out any work necessary. Equipment must be checked before use and any faults must be corrected before damage takes place. No grass other than the runways should be cut and cuttings should be deposited only in the designated area.

### **D. FLYING FIELD ETIQUETTE**

D1

The control and compliance to UK law of 2.4 GHz transmitters will be the sole responsibility of the operator.

D2

A 35MHz pegboard is available for pilots flying on that frequency band. However, if the pegboard is not used all pilots must take extra care to avoid a clash of frequencies. If the pegboard is used it should be checked for its full complement of 35MHz pegs. Pegs must be returned to the pegboard after use. Pilots who are ready to fly have frequency peg priority. Transmitter aerials must always be collapsed whilst in the pits.

D3

In the interest of safety, frequencies on the 27 MHz band should not be used on the flying field at any time, with the exception of Park Flyers as defined in the current BMFA Members Handbook.

D4

Mobile telephones must be switched off in the pits area

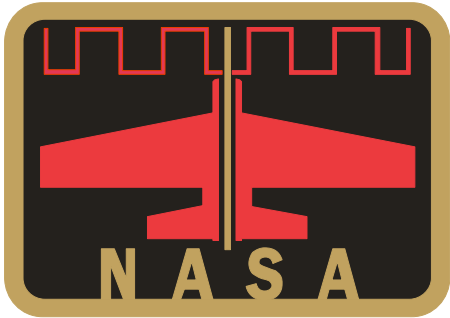
D5

Most R/C systems have a built in Failsafe System to avoid a 'flyaway' if the radio signal is lost or interference is detected. If your equipment has this

# NORTH ANSTON SOCIETY OF AEROMODELLERS

## OUR CLUB 2022

Formed in 1967



[www.nasa.bmfa.org](http://www.nasa.bmfa.org)



[www.bmfa.org](http://www.bmfa.org)

### USE OF THE FIELD - FLYING TIMES

DECIDED UPON TO GIVE US MINIMUM RESTRICTION WHILST ENDEAVOURING TO KEEP THE NOISE NUISANCE TO A LEVEL BELOW WHICH WE ATTRACT LEAST ATTENTION AND AVOID ANY SINGLE COMPLAINT.

**SUNDAY 11.00am to 7.00pm**

**SATURDAY 11.00am to 5.00pm**

**Extended to 7:00pm for all electric powered aircraft and training aircraft (Electric or internal combustion powered) whilst under the supervision of a gate key holder.**

**WEEKDAYS 11.00am to 8.30pm**

Chairman/Secretary Ashley C Hoyland

Telephone 0114 2873432 email: [ahoyland@btinternet.com](mailto:ahoyland@btinternet.com)

Treasurer Neil Brayshaw Telephone 01709 524772

COMMITTEE

Bob Nash John Morton

## FLY QUIETLY – FLY SAFELY

- D10 Pilots, or other members who are not actually flying, who wish to gain access to, or to cross, the active runway (for instance, to hand launch or retrieve a model) whilst at least one model is being flown must inform the pilot(s) still flying of their intention and obtain permission to do so. Members who are on the active runway whilst models are being flown must be aware that a "Dead Stick" or other emergency landing may be called at any time and be prepared to vacate the runway immediately. When members leave the runway they must inform the pilot(s) still flying that the active runway is clear.
- D11 No flying is permitted whilst the runway grass is being cut.
- D12 Running-in of engines should be carried out downwind of the pit area, cars and club house, and be as far away as practicably possible.
- D13 Cars must be parked in the designated area adjacent to the club house.

### OVERVIEW

We are a small club and the majority of members are rarely ambitious in the way of competitive flying although there is some interest in F3A aerobatics. Our flying is confined to a small field which determines our activities have to be modest, but that does not diminish the effort, skill, craftsmanship, ability and sheer determination of the club members to build, fly and preserve their aircraft for their own and other members pleasure. Many skills have to be learned and mastered during the construction and flying of model aircraft.

The majority of our flying is with sport type models, but there will always be a leaning toward making models that look like 'real aeroplanes'. In the interest of safety we can only accommodate fixed wing aeroplanes.

Whatever our aspirations, we must take care and fly safely at all times. Even model aeroplanes can cause fatal injuries. By keeping a low profile in the area, keeping noise levels down, and by respecting our club rules we hope not to attract any adverse publicity which could lead to the loss of our field. We have enjoyed our facilities since 1967 and our aim is to continue.

**OFFICIALS RUN OUR CLUB IN YOUR INTEREST  
GET TO KNOW THEM AND TELL THEM  
WHAT YOU THINK**

feature it is against the law not to have it set properly. Failure to understand and use this feature properly could lead to fatal injury. No model should be flown if there is any doubt about either a clear understanding of what will happen if interference is present or a clean signal is lost, or at the recovery of that signal, or how the feature is programmed into your transmitter. It is therefore necessary to set this on your transmitter for each and every model programmed into the memory. If interference is experienced or the radio signal is lost, your model will be out of control, but the engine should immediately reduce to low throttle in accordance with the advice in the BMFA Handbook. Members will be expected to demonstrate this feature is operating properly at any time if asked to do so by any member of NASA or the BMFA.

- D6 Models must be flown safely at all times within the recommendations of the BMFA. Noise must be kept to a minimum and any action that can achieve even quieter models must be encouraged by all members. (Our flying field facilities are quite extraordinary within the area and should be recognised as such by all members, and be preserved). Do not fly models which are too large, too noisy or too fast and unsuitable for our flying field. Find a club that can safely cater for that type of model.
- D7 Always start the take-off run at the threshold of the runway, unless, for safety reasons, it is necessary to move up the runway to avoid the model passing other pilots standing in the pilot area. Hand launched models must be launched from the active runway in a safe manner. Always check to make sure it is safe and the runway and approach is clear before proceeding, or taxiing your model, onto the runway. Pilots already flying should acknowledge all requests to launch or to take off.
- D8 All pilots must familiarise themselves with the allowable flying areas and the No-Fly Zones shown on the Flying Field Map (see separate leaflet). Models must not be flown across Woodsetts Road or beyond a line from the main entrance of our field to the Northerly end of Swinston Hill wood closest to our field. Keep as far away from the road and noise boundaries as possible.
- D9 Pilots who have called "Landing" have precedence over those about to take off. Pilots who call "Dead Stick" have priority over all other models that are flying, or are about to fly, in order to allow that pilot to attempt a landing on the runway.