



THE CLUB FOR RADIO FLYING IN EAST SOMERSET

<http://www.wincantonfalcons.co.uk/>

**Member's Handbook 2024 Issue 0.1**

\_\_\_\_\_  
**Chair** **Date**

\_\_\_\_\_  
**Treasurer** **Date**

\_\_\_\_\_  
**Membership Secretary** **Date**



**Dear New Member,**

**Thank you for joining our Club. I welcome you and trust your membership will be of benefit to yourself and to the Club. You will find a very friendly atmosphere centred around safe flying, enjoyment and seeking to improve in all aspects of the hobby. The club also encourages improvement of flying standards through use of the BMFA achievement scheme and instructors of a high standard. If you need further guidance or help, please telephone or talk to one of the Committee or Club Instructors.**

**Yours sincerely,**

**Simon Olyott**

**Chairman**

# **Wincanton Falcons Radio Control Flying Club**

## **Committee Members 2024**

Chair	Simon Olyott
Secretary	Jeremy Collins
Treasurer	Richard Hunt
Membership Secretary	Richard Gething
Safety and Noise Officer & Events Officer	Robin Caswell
Minister Without Portfolio	Simon Purcell
Parkie(s)	Gary Darch, John Spacey

Examiners. The current list of examiners is held by the Membership Secretary. Please contact him for details at [wincantonfalcons@gmail.com](mailto:wincantonfalcons@gmail.com)

Instructors. The current list of Club, Approved and Qualified Instructors is held by the Membership Secretary. Please contact him for details.

## **Trustees 2024**

The Trustees hold the club assets on behalf of the club members, including the field, buildings and equipment. The current Trustees are:-

## **CONSTITUTION OF THE WINCANTON FALCONS**

1. The Name of the club shall be “The Wincanton Falcons Radio Control Flying Club”.
2. Membership: Shall comprise Senior Members and Junior Members, those who by 1<sup>st</sup> January of the Club Year have not attained their 18<sup>th</sup> birthday, also Family Senior and Family Junior Membership which may be offered to a Head of Family, his or her Partner and any Children of Junior age. Senior and Family Senior Members shall enjoy voting rights, but not Junior, Family Junior nor Temporary Members (see 14 below) though they may normally attend meetings. The Committee may appoint Honorary Members who may not fly nor take part in the management of the Club and may not vote at meetings.
3. Club Year: The Club Year shall run from 1<sup>st</sup> January to 31<sup>st</sup> December.
4. Management: The Committee shall, subject to the resolutions of any General Meeting, be responsible for all aspects of the management of the Club. The Committee shall have the right to suspend a member without refund of subscription.
5. Committee: The Committee shall comprise the Chairman, Secretary, Treasurer, Membership Secretary, and Safety Officer together with not more than three further members if appointed at a General Meeting or co-opted by the Committee. Three members shall comprise a quorum.
6. Retirement: All Committee Members shall retire at the Annual General Meeting and shall be eligible for re-election.
7. Trustees: The Committee shall appoint not less than three nor more than five persons to be trustees of the club flying site to hold this and any other asset specified by the committee on trust for members and as instructed by the committee. The club shall indemnify trustees against claims arising as a result of proper exercise of their responsibilities. Trustees may give two months notice of resignation to the committee at any time and must resign on attaining the age of seventy-five years.
8. Property: Ownership of the Club flying site shall be vested in Trustees appointed for that purpose, other property and assets of the Club shall be vested in the Treasurer for the time being to hold on trust for the benefit of all Senior and Family Senior Members of at least twelve months standing; Juniors shall have no interest in the Club assets. In the event of the Club disbanding, a General Meeting shall be held to decide how the property and assets shall be realised and disposed of.
9. Meetings: Committee shall meet as often as necessary, but at least three times a year, one such meeting being in November. The Annual General Meeting shall be held in December. Special General Meetings may be called by Committee at any time after at least three weeks notice, to consider only specific agenda items circulated with the notice of the meeting. An Extraordinary General Meeting shall be convened by Committee if requested in writing by at least six Senior Members.
10. Accounts: The Treasurer shall keep true account of Club funds during the year and produce signed accounts for the A.G.M., these accounts shall be audited by two Senior Members appointed for this purpose by the Committee. Three nominated

Committee Members, one of whom shall be the Treasurer, shall be authorised to make cash withdrawals.

11. Banking: As agreed by members at the Annual General Meeting held on Wednesday 15 December 2021, the club will seek to convert its current club account to an internet banking account. Members also agreed that the Committee can, at its discretion, change banks, if deemed beneficial.
12. Conduct of Meetings: Meetings shall be chaired by the Chairman or, in his absence, the Secretary or other Committee Member. The Chairman of any meeting shall have a second or casting vote. Postal votes shall be accepted if received by the Secretary before the start of the meeting. Proxy votes shall not be admitted. The quorum for a General meeting is eight.
13. Subscriptions: Details of all subscriptions and of any concessions for Family Membership or part-year membership shall be set at the Annual General Meeting.
14. Joining fee. A £30 Joining fee will be charged to all senior members who are either:- Brand new members to the club; Members who have had a break and are returning to the club or; Existing members who have not paid their club fees by midnight on the 31<sup>st</sup> of January of the club year.
15. B.M.F.A: The Club shall be affiliated to the B.M.F.A. and membership of the B.M.F.A. is compulsory.
16. Visitors: Visitors, who are required to show proof of B.M.F.A. Membership or equivalent insurance cover, may be permitted Temporary Membership for 24 Hours on not more than three occasions during a year. The subscription for Temporary Membership is at the discretion of the Committee.
17. Sub Committees: The Committee may appoint Sub Committees for any purpose and such bodies, whatever their title, are to be subcommittees reporting to the Committee. One member of any subcommittee shall be elected to attend Committee meetings if requested by the Committee; this representative, unless he is a Committee Member already, shall have no vote at any Committee meeting.
18. Flying Safety: It is a paramount duty of the Committee to ensure the safety of all members. The Committee shall therefore promote observance throughout the Club of a Safety Code which it shall prepare, circulate, and may from time to time amend. Interpretation and application of this code is the principal responsibility of the Safety Officer or, in his absence, any Committee Member or the senior Member present. If there is no Safety Officer because of resignation or incapacity, his responsibilities devolve upon the Chairman until such time as a new Safety Officer is appointed.
19. Decisions. The decision of the Committee on any matter arising from or not provided for in this constitution shall be final; a decision which conflicts with the constitution shall stand only until the subsequent A.G.M.
20. Variation: This Constitution may be varied only at a General Meeting following a proposal by the Committee supported by a majority of the Members present or, if not proposed by the Committee, an affirmative vote of not less than two thirds of the total Senior Membership of the Club.

## **SITE DESCRIPTION**

This document forms part of the Club Safety Code,  
as do any Committee Notices posted on the flying field

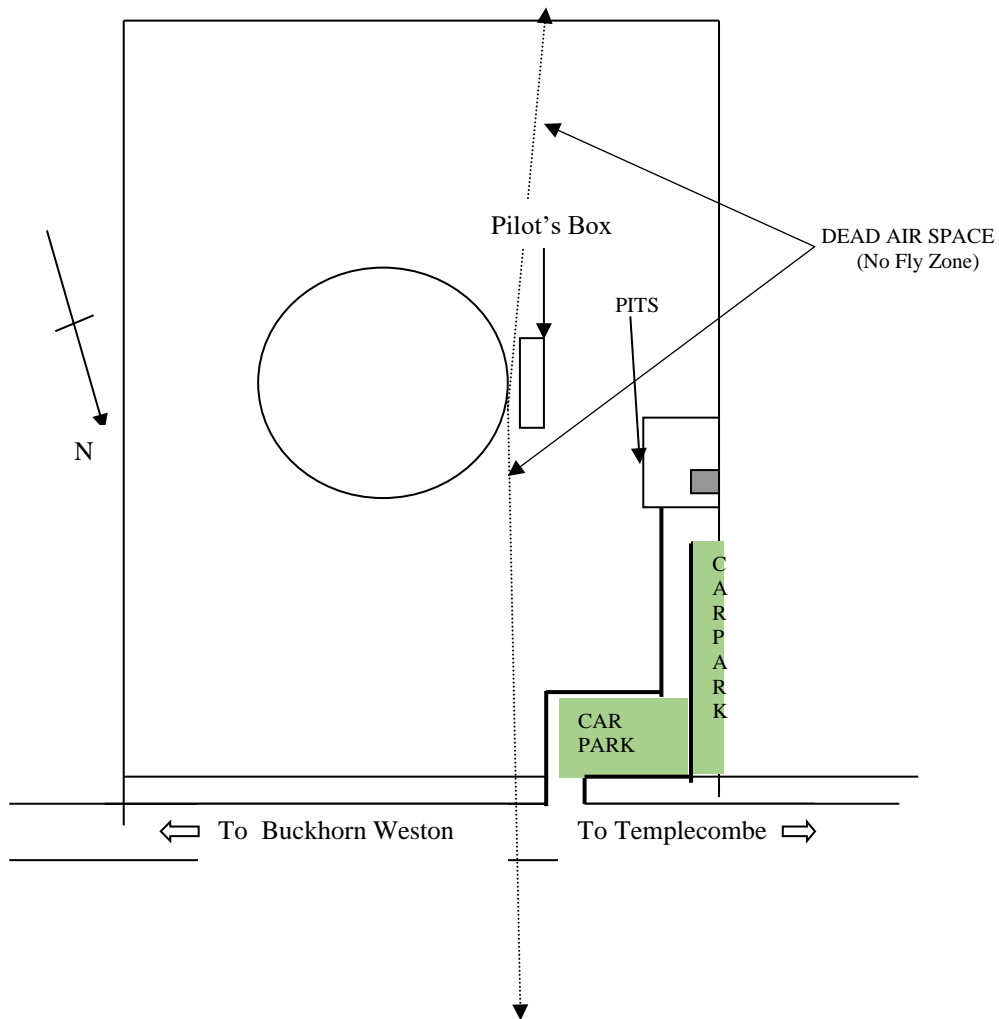
### **Temple Lane, Templecombe.**

1. The field is owned by the Club, please use it with care and consideration. If you are the last to leave the site, then ensure that the all buildings are locked, all shutters are closed and lock the gate.
2. Always park within the field, never on the road. Parking is either in the car park near the entrance gate, or on the right-hand side of the track as you drive towards the clubhouse. When very busy, cars can be parked on the grass on the left-hand side just off the track.
3. Campers can either set up their caravans / tents in the car park by the entrance gate, or on the grass on the left-hand side just off the track.
4. Do not drive on to the pits. You may drive up the track close by, drop off or collect your gear. Do not drive beyond the end of the track. If a disabled person's parking space is marked out, please do not use it unless you are entitled to do so.
5. Please take all your rubbish home and particularly don't leave behind anything which might cause damage or injury - such as "dead" glow plugs or elastic bands.
6. Keep the clubhouse clean and tidy so that members, families and guests can all enjoy its benefits. Do not use it as a store for planes and do not charge any batteries in the clubhouse.
7. Any personal property left at the field or in any of the buildings is left entirely at the owner's risk.
8. The site is normally available 7 days a week, 52 weeks a year; any change to this will be notified.
9. While the site may not appear particularly noise-sensitive, we are bound by the Control of Pollution Act 1974, Code of Practice on Noise from Model Aircraft 1982. We are also required to comply with the Air Navigation Order (CAP 393). The Committee therefore reserves the right to ground any aircraft which they consider to be excessively noisy, regardless of whether or not it exceeds 82 dB(A) at 7 meters.
10. Should you receive a complaint from a member of the public about noise from the field, then try and get as much detail as possible, including the name and address of the complainant. The Club takes noise seriously and will want to investigate and respond.

11.Pitting - The pit area is marked out on the ground, and models being started should be restrained, have their noses pointing outwards from the pits and their tails towards the clubhouse.

## Falcons Flying Site

(Not to scale)



The OS reference of the site is: 372768 / 122597.

The postcode is BA8 0JW.

**What3words** location of the center of the field is SPUD SPUD SNOW



## **SAFETY RULES**

Model Flying is not a dangerous sport, but hazards can arise if sensible rules are not applied. These rules should be second nature to experienced fliers, but what should be obvious to them must be pointed out to newcomers and observed by all. Safety must always be the overriding consideration.

1. These safety rules must be read in conjunction with the Air Navigation Order, CAP 722, Article 16 and the BMFA Handbook. The BMFA Guide to the Safe Operation of Model Aircraft will be adhered to at all times, as will the club safety rules and any Committee instructions displayed at the site.
2. Violation of this Code and, particularly, any dangerous flying will not be tolerated. The Committee has the power to issue verbal or written warning, to impose temporary suspension or even expulsion from the Club. Any member of the Committee may require a member immediately to discontinue flying if there is an incident which is to be reported to the Committee as a breach of this Code.
3. The Secretary must be informed without delay of any accident involving injury to any person or damage to property; in the Secretary's absence the information should be given to any member of the Committee.
4. If through your own carelessness you damage another member's model, for example by transmitting when you do not have the 'peg', you are expected to make good the damage.
5. Be aware of the possibility of full-size aircraft overflying the patch. You must avoid them rather than the other way round.
6. Club Rules and Practice.

Rule 1 above really says it all: one or two reminders however:-

- a. Never fly at any height in the Dead Airspace as laid down by the Committee and displayed at the field. In particular be aware of the road to the North of the field and do not overfly occupied buildings or caravans.
- b. If the wind is from a direction somewhat to the West of due North, pilots must take off and land cross-wind, so that the line of their flight path does not converge with the boundary of the Dead Air Space.
- c. Transmitters must carry B.M.F.A. approved frequency identification. For operating on the 35 MHz band this means an orange flag and white channel numeral. There is no requirement for transmitters on 2.4 GHz to display any pennants. Flying on 27 MHz is not permitted.
- d. The Club uses 'Peg Board' control for 35MHz and such transmitters must not be switched on without the appropriate 'peg' being on the transmitter (the pegboard is in the lean to between the club house and machinery store), even if you are alone at the field. The peg should be returned to the board at the end of each flight. Pilots using 2.4GHz transmitters are not subject to peg board control. However, they must ensure that they do not interfere with other models on the same frequency band.

- e. All pilots must stand in the pilots' box during a flight, except for take off and to retrieve the model once landed.
- f. You must call 'landing', 'dead stick', 'low pass' etc as appropriate, LOUDLY!
- g. Models being started must be tethered or held by an assistant with the nose pointing away from the centre of the pits.
- h. Either carry or walk your plane from the pits to the area of the pilots box. No taxiing is to take place behind the pilots box, except gas turbine aircraft which must be accompanied by the pilot.
- i. Avoid taxiing toward the pits or people at all times, particularly after landing.
- j. Check with those already flying before taking off and, afterwards, do not linger in the middle of the field but join the other pilots.
- k. Land only at a safe distance from yourself and other pilots.
- l. Do not take your transmitter across the field with you when you recover your model - and check with those flying before walking out on to the runway.
- m. The Club does not support the use of after-market or copy receivers in planes over 1kg, helicopters over 130 size, or petrol-powered planes of any weight.
- n. Certificates of Achievement
  - a. Any new member who has not yet achieved fixed wing A or B Certificate must not fly unsupervised.
  - b. Existing members who have not yet achieved A Certificate are required to seek instruction and pass their A certificate as soon as is practicable.
  - c. No Junior may fly unsupervised at any time until they have achieved an A or B Certificate.
  - d. Members who have not yet achieved A or B Certificate for helicopter, may fly unsupervised, but it is strongly advised that they fly with no other aircraft in the air.
  - e. In accordance with the BMFA Handbook section on Models Between 7 kg and 20 kg – General (Large Models);
    - i. Any model over 7.5kg Maximum Task Off Mass (MTOM) is classed as a Large Model. The BMFA recommends that all Large Model pilots should hold the BMFA 'B' certificate.
    - ii. Wincanton Falcons have decided that this is adopted as a club rule. Pilots can only fly a model over 7.5kg MTOM if they have a B Certificate.
  - f. All Gas Turbine pilots must hold a B Certificate.
  - g. Members are advised that it is a legal requirement to register as Operators with the CAA. Not doing so will likely invalidate any insurances held.
- o. Instructors.

- a. Notwithstanding any guideline or rules stated by the BMFA, any and all members who wish to be instructors shall have attained at least B Certificate, unless grandfather rights are granted by the Committee.
  - b. Any member wishing to become an instructor shall apply to the Committee, who will consider the application and the level of instructor qualification to apply (one of Registered, Club, Approved or Qualified).
- p. Helicopters and fixed-wing models must use the same frequency control system and / or peg-board and observe the same dead air space. The two types of model can sometimes, but not always, fly safely at the same time; if amicable and safe arrangements for sharing airspace cannot be agreed on site, the Committee will impose them.
- q. A helipad is provided for helicopter take-off and landing.
- r. Engines must be checked, but this should not take too long; if you need to run your engine for more than a couple of minutes, move away from the pits so that you will not disturb others. If you are not sure where to do this, please ask a committee member or instructor.
- s. If your engine stops before take off, you may either return to the pits or, if you have a portable plug energizer, you may attempt to restart somewhere between the pits and where the pilots are standing; you must not attempt to restart anywhere on the patch itself.
- t. Free-flight and Rocket powered models may only be flown with the specific consent of the Committee.
- u. Note the current restriction that no more than four models are to be in the air at any time. The committee regularly reviews this rule as part of its monitoring of noise emanating from the club. Any changes from this rule will be posted in the club house.
- v. CAA Article 16 Authorisation – generally the introduction of Article 16 from 31<sup>st</sup> December 2020 makes little difference to our day to day flying, but there are some changes which need to be noted:
  - a. Maximum model weights are now MTOM. Previously the weights applied to planes without fuel (but included flight batteries). Changed to:
    - i. Over 25kg, requires CAA Exemption.
    - ii. Over 14kg for model gliders – not permitted to fly over 400ft above ground level.
    - iii. Over 7.5kg – not permitted to fly over 400ft above ground level.
    - iv. Over 3.5kg – not permitted to fly as FPV.
  - b. FPV – only within Visual Line of Sight (VLOS).
  - c. All FPV flights must have a spotter sitting with the pilot.

- d. Any multirotor flying as FPV must not fly more than 400ft above ground level.
- e. No FPV flying of any sort above 1000ft above ground level.
- f. No model may be flown above 400ft above ground level using automated flight control.
- g. Our club does not permit any commercial operations on its field.
- h. The minimum age for flying unsupervised is 10 years.

w. FPV flying

- a. FPV (first person View) flying is becoming increasingly popular with both fixed-wing and multi-rotor aircraft. Although there are 40 recognised frequencies in the radio spectrum divided into 6 bands that are allocated to FPV activities, only the Race Band is to be used on the Cub's flying site. The Race Band provides the greatest separation between adjacent channels and, therefore, minimises the probability of any mutual interference. The individual channels are numbered from 1 to 8.
- b. There are 2 types of FPV equipment: analogue and digital. In theory, there should be no cross-interference between the 2 systems operating on the same channel. However, in practice this is not the case. As a consequence, only one person may operate at a time on one frequency irrespective of whether it is analogue or digital.
- c. A further problem occurs in that the 8 channels are nearly equally spaced throughout the band and the lowest frequency, as far analogue signals are concerned, is numbered Channel 1 and the highest frequency is numbered Channel 8 with intermediate frequency number consecutively from 2 to 7. However, this is not true of the digital frequencies. The first 5 channels of the digital equipment are numbered Channel 1 to channel 5 like their analogue counterparts. Channels 6, 7 and 8 are different. Channel 8 digital transmits on almost the same frequency Channel 6 analogue. The same applies to Channel 6 Digital which transmits on the same frequency as Channel 7 analogue and Channel 7 digital transmits on the same frequency as Channel 9 analogue.
- d. In order to ensure that members only transmit on vacant channel, there is a pegboard which has 8 tokens which correspond to the 8 separate channels. Three of the tokens have both the digital and the analogue channels on them. Members wishing to use a channel should take the appropriate token from the board before they switch on their VTX. Please remember to return the token to the board when you have finished flying and switched off your equipment.
- e. FPV equipment is to only be operated with the appropriate channel tag.
- f. A recent upgrade to the firmware of the DJI high definition FPV video system has improved the video reception. However, the improved

video has resulted in an increase in the bandwidth of the signal to such an extent that there is now only space in the Race Band for 3 video channels. Members who wish to use one of the 3 channels should first obtain the agreement of any other club members flying FPV to ensure there are no conflicts and secondly, they must take the relevant tokens from the Token Board corresponding to the channels that they will be occupying.

Note: Club members who have tried the new system report that there is no great improvement to the current high-definition signal.

## **POLICY ON CARE OF CHILDREN AND VULNERABLE ADULTS**

The committee has set a policy which is; that the club will do what is reasonable in all circumstances for the purpose of safeguarding or promoting the welfare of children and vulnerable adults who come into contact with the club.

The application of this is that no child under the age of 18, or vulnerable adult of any age, shall attend the flying field without his or her parent or guardian, or a responsible adult nominated by the parent or guardian. Supervision of children and vulnerable adults is the sole responsibility of the parent or guardian, or a responsible adult nominated by the parent or guardian.

The club will not admit a child or vulnerable adult onto the flying field if this condition is not met.

The club will generally abide by the Policy, Procedures and Guidelines embodied in BMFA document “The Promotion of Welfare and Care of Children and Vulnerable Adults in Model Flying” Issue 1 November 2003 and as amended from time to time by the BMFA.

This may require that those in direct and regular contact with children and vulnerable adults, such as Instructors, undergo a Criminal Records Bureau (CRB) check, Standard Disclosure. The committee will make such decisions on an individual basis; and will provide support to each application.

The Committee keeps this issue under review and may from time to time amend its policy to, as a minimum, comply with law or guidance from the BMFA.

## **GENERAL DATA PROTECTION REGULATIONS**

As the Wincanton Falcons is a club and therefore an organisation, we are affected by the introduction of the General Data Protection Regulation (GDPR) which came into force in May 2018. GDPR is designed to give existing and new club members control over their personal data held by Wincanton Falcons RCFC. Please note that any data held on you by the BMFA is outside of our control, so you will need to contact the BMFA direct if you need access to this information.

In order to comply with GDPR, Wincanton Falcons makes the following Policy Statement:-

1. The information we hold is confined to the list in 2 below and will only be used for club administration and communication by the Committee. It will not be shared with any individual or organisation in or outside the club (except the BMFA if we are applying for BMFA membership for you) and will not be processed beyond that necessary to maintain the club and your BMFA records and to communicate with you over club business. Personal records stored on computer will be kept while you remain a club member and for five years after you leave the club and can be reviewed by you by arrangement with the club Membership Secretary. No other records will be held with the exception of GDPR consent forms. You have the right to review or have your data removed at any time. Removal of records will be regarded as resignation from the club.
2. All club members personal data is held on a single spreadsheet titled RSGMembersList which contains five sheets titled Current Data, Instructors and Examiners, Committee Members, Peg Board Number and Abbreviations. The Current Data sheet contains members' personal data as follows; Your name and address, date of birth, joining date, contact telephone number(s), email address, club membership status fee paid and payment method, BMFA membership status and number, fee if paid through the club and flight ratings, your club peg number, a comments column used for administration and to record what was issued to you at yearly re-joining, a join order column used for spreadsheet sorting and a gate code issue column. An additional column titled ConsentGiven will be added to this sheet from May 2018 to record your consent for this data to be stored. The remaining sheets are for admin purposes only and do not contain any additional information to that held on the Current Data Sheet.
3. The spreadsheet described above is held and maintained by the club Membership Secretary (as Data Protection and Compliance Manager) with the Club Chairman acting as back up. The spreadsheet is also available to the Committee as described in 1 above. The spreadsheet is password protected and backed up on a data stick held by the club Membership Secretary and will be sent to the named committee members via email.
4. In order for the club to hold and use your personal data you must give Wincanton Falcons clear consent to do so, if you are the parent or adult with parental responsibilities for a child under 13 you must also give separate consent for this child. For new applications for club membership this consent is part of the application form and by signing the application new members are giving consent for their data to be held as above. For existing members who joined before GDPR, consent can be given by either signing the consent form and returning it to the Membership Secretary at

the address that follows or by email reply to the Membership Secretary stating you agree to having your data stored.

Your consent will be recorded on the spreadsheet and this form will be kept on record while you remain a club member.



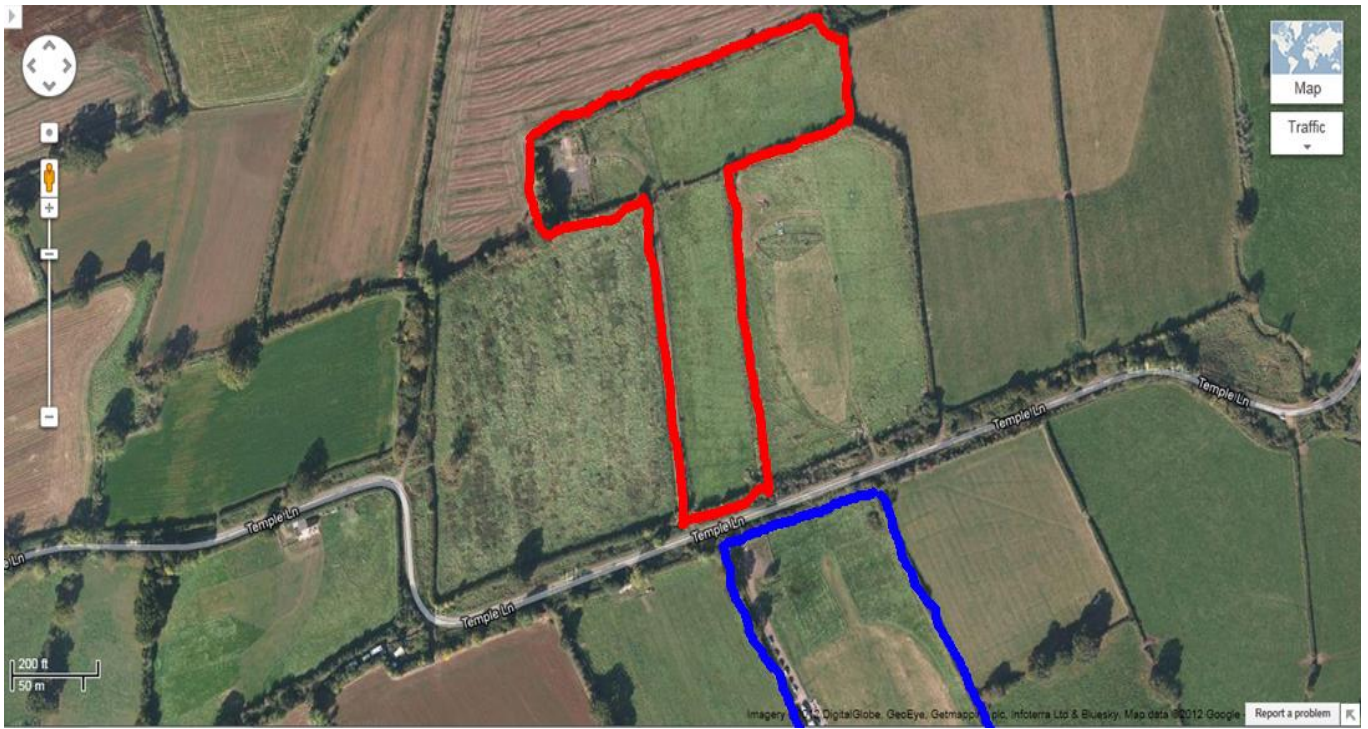
## LONGACRES

If you land out or crash on Longacres then you should not have been there in the first place as it is in our no-fly zone.

As you can see in the map below, our field is outlined in blue and Longacres is outlined in red.

So, if you land out and you are on the Longacres property, then you must get the owner's permission before you enter. Do this by either contacting a member of the committee, or ringing xxxx and asking for the owner, xxxx. This is not only to preserve good relations with our neighbours, but they keep horses and dogs on site which may not take kindly to you invading their space.

As usual when you land out, make sure you have picked up every last piece of your plane, even the scraps and slivers of balsa.



## **77 Years of Model Aircraft Flying in Wincanton**

### **46 Years of the Wincanton Falcons**

From 1947 to 1978 local enthusiasts flew control-line, free-flight, and from 1950, radio-controlled model aircraft. They flew from Wincanton Racecourse, from local fields and from the old Royal Navy Airfield at Henstridge.

The Wincanton Falcons Club was formed in 1978 to bring together the various groups of modelers who were operating mainly on the Racecourse at that time, and to enable those building and flying scale models to do so competitively within the Wessex Scale League.

The Club is affiliated to the British Model Flying Association (BMFA). This is the National body representing the model flying hobby at Government level and ensures that Civil Aviation Authority requirements are met.

All members are insured through the BMFA for Third Party damage. The Club has a training scheme with training aircraft equipped with dual control. There are Instructors and Examiners which means that Members can learn to fly initially without necessarily going to the expense of buying their own model and radio equipment.

The flying site is in open country, about a mile east of Templecombe on the road to Buckhorn Weston, and is available all the year round. There is a wide range of interests and models within the Club including gliders, helicopters, multi-copters, First Person View, electric, gas turbine, Glo-plug and petrol engines. Also scale, aerobatic and sport aircraft.

**If you are interested in joining us, please contact: -  
[wincantonfalcons@gmail.com](mailto:wincantonfalcons@gmail.com) Note that new members will need to  
be proposed by an existing member if possible and will require  
approval by the Committee.**

**Our website is at <http://www.wincantonfalcons.co.uk/>**