

**These rules are for the safety of you and other members
Remember you are all safety officers of the Society**

BLACKPOOL & FYLDE RADIO CONTROLLED MODEL SOCIETY

Flying field Rules

The following rules have evolved, in the interests of the SAFETY of MEMBERS and THE GENERAL PUBLIC, over a period of over 25 years and are designed to cover the problems that can occur on our flying field. Knowledge of them is ESSENTIAL for ALL members. If you do not understand any of these rules please do not fly until you have clarified the issue by asking the advice of a committee member.

GENERAL

Operating / flying times are as follows:

1st October to 30th April (No aircraft type restrictions)

Days	Flying Times
Monday	9.00am to 7:00pm
Tuesday	9.00am to 7:00pm
Wednesday	9.00am to 7:00pm
Thursday	9.00am to 7:00pm
Friday	9.00am to 7:00pm
Saturday	10.00am to 5.00pm
Sunday	10.00am to 5.00pm
Bank Holidays	10.00am to 5.00pm

1st May to 30th September (Restrictions on aircraft types apply)

Days	Flying Times	Restrictions
Monday	9.00am to 9:00pm	After 8.00pm - No IC or Jets
Tuesday	9.00am to 9:00pm	After 8.00pm - No IC or Jets
Wednesday	9.00am to 9:00pm	After 8.00pm - IC Trainers permitted no Jets
Thursday	9.00am to 9:00pm	After 8.00pm - No IC or Jets
Friday	9.00am to 9:00pm	After 8.00pm - No IC or Jets
Saturday	10.00am to 5.00pm	After 8.00pm - No IC or Jets
Sunday	10.00am to 5.00pm	N/A
Bank Holidays	10.00am to 5.00pm	N/A

Please note that these extended flying times will be subject to review and may need to be revised in the event of any reasonable complaints being received from the local inhabitants, therefore it is in the interests of everyone to ensure that noise levels are kept to within the legal limits at all times and to avoid annoyance of our neighbours.

The Committee reserve the right at any time to ask individuals who we believe have noisy models to quiet them down or to stop flying.

The Committee also reserve the right to make changes to the Extended Flying Times at any time.

The Committee considers that these caveats are necessary in order to protect the Club.

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Members of the Society are required to take up B.M.F.A. insurance cover in order to indemnify their flying activities against third party risks. Holders of other forms of insurance (e.g. L.M.A.) may be allowed to fly but only with the specific permission of the Executive Committee.

Under no circumstances will any person be allowed to fly without appropriate insurance cover.

Members of the Society are required to take up B.M.F.A. insurance cover in order to indemnify their flying activities against third party risks. Holders of other forms of insurance (e.g. L.M.A.) may be allowed to fly but only with the specific permission of the Executive Committee.

There are a number of ways members can pay their BMFA Insurance:

1. Included with BFRCMS Membership fee.

BMFA insurance cover commences from the moment the member pays the BMFA element of the BFRCMS joining fee to your nominated Club official; you do not have to wait for receipt of your BMFA membership card. The most important factor is that the club have collected the fee and have formally registered you as a paid-up member of your Club.

2. BFRCMS Membership fee paid to Committee but the member declares they have paid the BMFA fees themselves.
3. BFRCMS membership fee paid to Committee but the member declares they have paid their BMFA fee through another club.

In both of these scenarios the Committee will check the BMFA Portal to ensure that the member's insurance is valid. If their insurance is not valid at that time, it's feasible that their BMFA insurance is being processed but hasn't yet been formally acknowledged by the BMFA.

Fundamentally the onus is on the member to prove to the Committee that they are insured to fly.

For the first scenario this may be a little difficult if the member has sent a cheque in the post. Electronic mechanisms would instantly be visible to us on the BMFA Portal assuming we have been supplied with the correct BMFA number, email address and date of birth.

For the second scenario where insurance has been paid to another club, formal electronic communication from that club to confirm that they have received the member's insurance payment and are processing it would suffice.

If the Committee has no way of independently verifying that you are insured to fly, then you should not be flying at the club field!

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A member may invite a guest to use the Society's facilities ONCE within the year. The member will take full responsibility for the conduct of his guest ensuring the guest has insurance which is valid and is recognised by the Society and will ensure the guest conforms with all the Society's flying field and safety rules.

A member who has not achieved B.M.F.A. "A" certificate standard and adequate knowledge of these flying field rules will not be allowed to fly without the appropriate recognised supervision. **Failure to observe this rule will render the member liable to have his membership revoked.**

New Members, who have already achieved "A" certificate standard, **must demonstrate their competence and knowledge of these Flying Field Rules**, to any two Executive Committee members, before assuming flying privileges at the field.

All Members will be provided with a laminated Membership Card. **Flying Members must be able to produce their card when challenged to confirm that their membership is current.** Additional laminated Membership Cards are available from the Membership Secretary on request.

Under no circumstances will the Society or its officers act in *loco parentis* to Junior Members. Accordingly a parent or guardian must, at all times, accompany Junior Members, attending the flying field. Such accompanying adults need not be members of the Society. The parent or guardian must witness any pre-flight dissertation provided by an Instructor.

On arriving or departing the flying field site **keep to the 5 M.P.H. speeds restriction on the farm track**, especially the length of track from the road to the gate.

The field gate must always be closed immediately after use. On some occasions, when there are no farm animals on the field, the gate may be left open while the flying field is in use. In this case, **the last person leaving the flying field must close the gate.** Please observe the rules of the "COUNTRYSIDE".

It is imperative that **ALL** members at **ALL** times, are alert for hazards e.g. walkers, spectators, animals, FULL SIZE AIRCRAFT especially HELICOPTERS, etc. and that **particular attention is directed towards walkers using the footpath on the eastern edge of the flying field parallel to the hedge.** If walkers or any other hazards are observed, immediate action must be taken to confirm that the pilots, safety marshal and the pilots helper are aware of the situation. The pilot **MUST** then take appropriate action to distance his aircraft from the hazard until it has passed. **Under NO circumstances shall a landing or take-off be performed if the model will be in close proximity to, or over-fly walkers on the eastern side of the field.**

Absolutely no litter of any description, including cigarette ends, to be left on the flying field site. If a model crashes every effort must be made to recover and remove all debris.

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If a model crashes in an adjacent field and there are difficulties in locating the model, report the incident immediately or as soon as possible to a committee member. The committee will arrange with the Farmer / Land Owner concerned for permission to recover the model. **Under no circumstances must a member contact the Farmer / Land Owner with regard to the retrieval of lost models or with regard to any other matter concerning the Society's activities.**

If you witness or are involved in an incident at the Field where a model is involved in a near miss or crashes and causes damage to property or injury to a person or animal, then the incident must be reported immediately to a Committee member.

An example of a near miss could be where a model crashes in the car park and just misses hitting a car or person or is flown in such a way that a person or property could have been injured or damaged.

In the unfortunate circumstances where you have to deal with the injured/third party you **must not, under any circumstances, admit liability or make or agree any financial settlement.**

Incident Reporting Procedures where there is likely to be an insurance claim are set out in the current BMFA Members Handbook and for more serious incidents in CAP 658 and the CAA Air Navigation Order (ANO) which is the legal framework which covers all flying activity in the UK.

Cars are not permitted on the field. Park only in the car parking area. Leave the access ramp to the field clear at all times. However, Members who are in possession of an official Disabled Parking Permit, or who have difficulty carrying their model, may drive their vehicles onto the south side of the pits area to deposit or collect their models and equipment. **Such vehicles must be immediately returned to the parking area.**

Mobile Phones can, under certain circumstances, interact adversely with computer-controlled transmitters. For this reason, B.M.F.A. recommendations are that mobile phones should “not be taken into the pits area and especially not allowed onto the flying area.” Members should keep to the B.M.F.A. recommendations on mobile phones at all times.

The charging of electric flight batteries can represent a significant fire hazard and hence is not permitted in the car-park area. Flight battery charging should take place, in the designated area adjacent the site hut or in the pits where the model is prepared for flight.

If the farmer or mowing contractor arrives on the flying field, **flying must stop and they must be given immediate access.** Flying will only recommence when they have completed their tasks.

As you walk from the car park to the pits area, keep a good watch for models landing or taking off. If in doubt, wait until it is clear.

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Model jets should not be taxied or flown while any other member has a model of any type airborne and vice-versa (by consultation with other flying members present at the field). Members should be aware of the “Danger Zones” applicable to Gas Turbine operations, within and around any start-up box or area, particularly with respect to compressor / turbine wheel failure debris trajectories as well as exhaust gases. Start-up areas for turbines must be established at either end of the pits area such that any exhaust is directed away from the pits.

Members flying petrol-engine and gas turbine powered models **must provide a fire extinguisher and position it in close proximity to the pits.**

All members are deemed to have read and be familiar with the Civil Aviation Authority document CAP658 “Model Aircraft: A Guide to Safe Flying”. Members’ ongoing familiarity with CAP658 will be confirmed annually by signing of the Society’s annual membership renewal form.

The principles laid out in CAP658 will be used as the basis for flying field briefings which should take place prior to flying at any organised Society event or competition.

Copies of CAP658 will be posted in the flying field hut, and on the Society’s website.

FREQUENCY CONTROL

All radio equipment used at the Society field must be “Type Approved” and suitably “CE” marked.

For 35MHz operation the Society uses the ”REVERSE PEG SYSTEM” of frequency control. There is, at the flying field site, a frequency board. This board should be erected in front of the pits area. The peg-board is marked with all the available channel numbers.

For 2.4 GHz operation there is no requirement to utilise a frequency peg.

For 35MHz each member must have his own peg clearly marked with his name and channel number.

When a member wishes to operate his transmitter, he MUST clip his peg onto the appropriate place on the board to reserve that frequency.

All radio transmitters must have the correct orange (35 MHz) frequency ribbon attached to the aerial. In addition, an orange placard (approx. 3” x 2”) containing the channel number in white figures 1.5” high, must be affixed to the transmitter. (Without this ribbon and placard you will not be allowed, in the interest of safety, to fly).

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BASIC RULES FOR 35 MHz OPERATION

1. Always clip your peg onto the frequency board **BEFORE** switching on your transmitter.
2. Normally retrieve your peg from the peg-board after each flight, and after you have switched off your transmitter, unless you need to perform any activity that requires the use of your frequency whilst in the pits. Be aware that other members may require use of that frequency.
3. If there is already a peg on the channel number you wish to use:
LEAVE IT THERE, FIND OUT WHOSE PEG IT IS AND IF THEY ARE FLYING LEAVE IT THERE. DO NOT IN ANY CIRCUMSTANCES REMOVE IT.
IF THEY ARE NOT FLYING: Then ask them to remove their peg or give you permission to remove it and hand it to them immediately. (It is always a good idea to clip your peg to your transmitter in such a way it covers the transmitters on / off switch so that, when you are not flying, you don't switch on your transmitter accidentally without your peg on the frequency board.
4. Take extra care if there are two or more flyers sharing the same channel. Be aware who your "Frequency Partners" are and what they are doing. If possible, put your flight boxes together in the pits area.
5. If you are the first to arrive at the flying field put the peg-board out. (It is normally kept under the equipment store hut). This will avoid problems when other members arrive. If, for some reason there is no peg board available, **DOUBLE CHECK** with all the other flyers and establish the frequencies that are in use. Keep a careful eye on new arrivals and be aware of the frequencies they are going to use. Put a frequency board out as soon as one is available.
6. If it should appear that a member has left the flying field leaving a peg on the board. Then check with the remaining members that the peg is not theirs and agree between yourselves that the peg in question can be removed.
7. A position is provided on the pegboard for each 35 MHz frequency in current use. Note that 27 MHz radios are not allowed under the Society's rules.
8. It is recommended that Flyers using **ADJACENT** channels should check for the possibility of cross interference between transmitters (check with one aerial retracted then the other).

GENERAL RULES ALL RADIO SYSTEMS

1. Modern computer transmitters have the capability of storing the settings for flying several different models. While this may be very convenient, extra care should be taken by the member, to ensure the settings are correct for the model about to be flown.

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2. Members must ensure that for all powered model aircraft, their radio system FAIL-SAFE facilities, where provided, are properly enabled such that reception of RF interference or system failure (including exhausted batteries) will return the THROTTLE channel to an IDLE or CLOSED setting. Members are advised that they may be required to demonstrate to any Committee Member, at any time on the flying field, that any model that they intend to fly which includes such fail-safe provisions within their radio systems, complies with this requirement.
3. Members who intend to fly models weighing 7Kg and above, or any gas turbine powered model, will be required to have achieved the standard of B.M.F.A. "B" certificate, L.M.A. proficiency certificate, or any equivalent competence standard defined by the Executive Committee of the Society.

GROUND RULES

It is the member's responsibility to ensure that his model is airworthy every time it flies and that the radio gear / servos and linkages are maintained to the highest possible standards.

Before a new model makes its maiden flight it must be checked to ensure that it is airworthy by one of the Society's nominated Instructors or Examiners.

Check the model over every time you put it on charge.

Check the model over when you arrive at the flying field.

Check the model over if you have landed heavily or on rough ground.

Check the model over for any damage. e.g. displaced quick links or clevises, cracks anywhere in the airframe, loose undercarriage, loose or broken engine mounts, loose or damaged radio gear. Wobbling the control surfaces by hand will show up possible faults.

Check that your peg is on the board before making pre-flight preparations.

Check for a "full and free movement" of all control surfaces and that the surfaces move in the correct direction (elevator stick back = elevator up, elevator stick forward = elevator down, etc.) before starting your engine.

If in ANY DOUBT about the safe operation of your radio or aircraft then rectify the problems BEFORE flying.

Check that flight boxes are positioned safely so that no wires, etc. can be sucked into the propeller.

Keep your face out of the line of the arc of the propeller when starting your engine and be certain to ensure that other people are clear of such a position, especially when

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you lift the model's nose to check settings. Flying propeller blades can cause serious injury.

Once your engine has started, pre-flight check your radio system: -

All settings, rate switches, control trims, etc., are in their correct positions for the model you are about to fly. (If you doubt your ability to remember such settings then keep a note of them with your aircraft.)

All controls are still operating correctly with the engine running especially on FULL POWER (Make sure your model is properly secured before attempting this test).

As you go out to fly, check with the Pilots already flying if anyone is about to land and be prepared to wait a short while. Remember, someone's call of "Landing" or "Dead-Stick" may have been drowned out by engine noise while you were busy in the pits.

Either carry your model or hold it by the fin and wheel it out of the pits area. It is the recommendation of the committee that you nominate a helper, it will be the duty of the nominated helper to assist and remain with the pilot for the duration of that flight (please **NOTE** the flying rules)

If you wish to taxi your model out to the take-off point, wait until you are 10 metres beyond the pilots before releasing your model. After landing, you may turn off the landing line but at no time must the model be taxied towards the pilots or into the pits. The engines of such models must be stopped before reaching a line which is parallel to the flight line and not less than 10 metres in front of the Pilot's station.

Always take the greatest care when carrying your model while the engine is running.

If your model requires hand launching this must only take place at the up-wind end of the strip.

Always check with pilots already flying if it is clear and safe to take off. Always be prepared to wait for a short while. Remember any pilot landing or who has called "dead stick" has priority.

Members flying their models should always stand together in the vicinity of the white flagstone marked "Pilots". It is far easier to communicate your intentions to other members if you are together.

A cone should be placed in an appropriate position on the flight-line, taking account of wind direction. All take off and landings should be made at least 10 metres beyond the line subtended by the cone position. The cone should be positioned such that it constrains the line of take off and landing to be at least 30 metres distant from the pits area. On certain occasions (fly-ins, or competitions) the cone may be supplemented by a tape or row of flags to delineate the line of takeoff/landing.

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In the absence of such markers, the take-off and landing line should never be closer than 30 metres from the pits area. Members should be prepared to abort any take-off or landing that is likely to compromise this rule.

Never, when your model has reached its take off position on the flying strip, make any final adjustments i.e. engine re-calibration as you may not hear, due to your engines noise, someone's call of "landing" or "dead stick". Abort the take-off and return to the pits area and re-adjust.

Irrespective of wind direction all members must only fly in the designated flying area North of a line from the Premium Bonds building to the West and the radio masts at Inskip to the East (as shown on the map on the back page). This is for the safety of all members; including yourself. In the event of a cross-wind, it is permissible to take off and land at an angle of not more than 30 degrees to this line (as shown on the map) provided your intentions are made known to other pilots. **However:**

Never fly over the wood or car park.

Never over-fly the pits area.

Never fly over Westfield Cottages.

Never fly over or beyond the Railway Line.

Always be aware of members, spectators and other hazards on the field.

After landing, remove your model from the strip as soon as it is safe to do so. Remember to call your intentions to the other members.

After landing you may turn the model off the landing strip, but never taxi the model directly towards the members flying or the pits area.

A transmitter carried out beyond the strip may interfere with models flying over the transmitter. So, when retrieving your model from beyond the strip, leave your transmitter switched on with aerial extended until the model's receiver is switched off. (Ideally, leave your transmitter with someone responsible in the pits who will switch off your transmitter when signalled)

Although it is bad practice to switch off the transmitter before the receiver, it may be that your model has landed / crashed some distance away. In such a case (with the exception of electric powered models) if the engine has definitely stopped, then switch off your transmitter and remove your peg from the frequency board returning them to your flight box. Then inform the pilots flying of your intention to retrieve the model.

Remember if your model malfunctions during a flight land it safely even if the landing has to be in the next field.

Never put yourself, a member of the public or a fellow member of the Society in danger.

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FLYING RULES

NOTE:

Under NO circumstances shall aircraft over-fly walkers on the eastern side of the flying field.

It is strongly recommended that whenever flying is taking place, a Safety Marshal/Lookout is appointed to warn flyers of hazards such as walkers on the path and low flying full size aircraft.

When three or more models are flying a Safety Marshal/Lookout MUST be appointed, this duty shall be passed around in a democratic manner between the certified flying members available at that time. It will be the duty of the safety marshal to oversee the take-off and landing activities, and keep a watchful eye for any hazards that may present themselves to the pilots or any other member present. **Instructions issued by the Safety Marshal MUST at all times be obeyed by the pilots.**

When you are intending to start your model in order to fly it is the recommendation of the committee that the pilot nominates a helper. It will be the duty of the nominated helper to assist and remain with the pilot for the duration of that flight and to act as an additional pair of eyes, advising the pilot of any hazards that may be identified. In particular the helper will be alert for FULL SIZE AIRCRAFT especially HELICOPTERS. **On the approach of a full-size aircraft pilots must get as low as possible or even land.** For a pilot of a full-size aircraft the definition of a near miss with a model is: if he can see it. Remember if there is a collision between a full-size aircraft and a model it is always the model pilot's fault whatever the circumstances.

The order of priority for use of the strip is: -

1. Dead stick landing. (or any emergency)
2. Landing
3. Take off

Always make sure that other members know of your intentions, call "LANDING, DEAD STICK" etc. CLEARLY.

When about to take off always check with the members flying /safety marshal that it is safe to do so. Any instructions given by the safety marshal **MUST be obeyed.**

If practicable and as a matter of courtesy, allow a member to take off before calling your landing.

If this is not practicable make it known you are landing

If you are committed to a dead stick landing and a member is on the strip ready to take off ensure the member on the strip hears your call. In this situation be prepared

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to land the model away from the strip. IT IS ALWAYS YOUR RESPONSIBILITY TO ENSURE THAT NO ONE IS PUT AT RISK.

If possible, always take-off your model whilst standing in the Pilots area. If you require to stand behind your model on take-off, it is your responsibility to clear the strip immediately. On such occasions, seeking help to return to the pilot's area is highly recommended.

IF THE FIELD IS BUSY:

1. Conform to the landing circuit in operation. Any aerobatics should be carried out in a safe area away from the mown strip.
2. It is recommended in the interest of safety that not more than 4 models should be in the air at once.

NOISE

It is a Society rule that all models should conform to a noise limit of 80 dBa at 7 meters or that figure decided on by the Committee. A noise officer is appointed each year to monitor the noise levels of all models and to help and assist members in complying with this rule. He, or any member of the committee, should be approached for help in reducing the noise output of your model to a minimum acceptable level.

It is appreciated that some models, because of their size / type of engine and the larger propellers now in current use, become marginal in their compliance with this rule when measured using the Society's measuring instrument. **If you have a marginal model you must strive to reduce its noise output by all possible means and accept possible restriction on its use, times of operation, frequency of use and the manner in which the model is flown.**

The noise officer / committee reserve the right to restrict / stop the flying of marginal models.

The Blackpool Solo Proficiency Certificate

The Society operates a proficiency scheme. This is to allow the novice member to achieve a standard of flying ability and knowledge of the flying field and safety rules to fly solo in safety. Until the required level of proficiency is achieved novice flyers can only fly when directly supervised by a competent flyer.

Competent flyers are deemed to be Society members in the following categories.

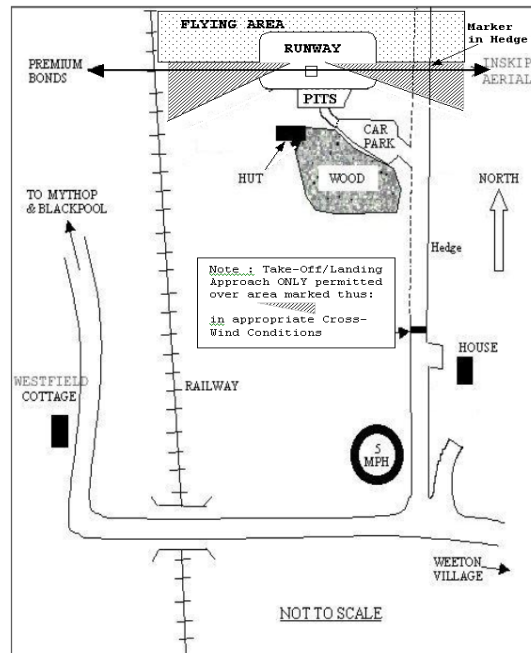
- Club examiners or instructors.
- BMFA "B" certificate holders.
- Members who have held a BMFA "A" certificate for at least 12 months.

To allow the scheme to operate efficiently the Society has designated instructors and examiners who will assist any novice member (The Treasurer will provide a list of instructors / examiners on request).

Each novice must achieve BMFA "A" certificate standard before he is allowed to fly solo. Details of the requirements for the "A" certificate can be found in the current

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BMFA handbook which is provided by the BMFA to each member when he joins the society. Novices are encouraged to discuss their progress with the appointed Society examiners so that they are guided to rapidly achieve the necessary standard for solo flying.



Layout of Flying Field.

Abbreviations

The Society
B.F.M.A.
L.M.A.

The Blackpool and Fylde Radio Controlled Model Society
British Model Flying Association
Large Model Association

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Version Control		
ISSUE No.	DATE OF ISSUE	REASON FOR ISSUE
1	01/08/04	Original Issue
2	23/10/06	General Review: Change of insurance details: Change of flying competence to B.M.F.A. standards: Reinforcement of conditions for supervision of Junior Members: Addition of reference to CAP658: Introduction of "B" certificate for models over 7Kg and Jets.
3	19/10/07	Fire extinguisher rule modified New storage location of pegboard noted and provision made for 2.4GHz. Safety Marshall/Lookout at all times made a strong recommendation BMFA "A" certificate nominated as the competence standard for solo flying.
4	13/08/09	Use of the cone to delineate take off/landing line reinforced.
5	05/01/11	Reinforce rule on no battery charging in the Car Park. Remove need to use peg when operating on 2.4Ghz. Change to requirements to close field gate.
6	12/01/11	Remove changes to field gate closing requirements
7	03/10/11	Add requirement for maiden flight pre-inspection by Instructor/Examiner. Plus modify requirement for members to produce membership card when challenged.
8	05/12/2019	Update flying times and restrictions Updated insurance cover with rules for insurance timing Added incident instructions Added instruction not to fly over the railway

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Applying for Club Membership

The following pages include the appropriate forms for new members and for returning members.

From 2018 members wishing to pay by bank transfer can do so subject to the following conditions:

- 1) A new membership or membership renewal form is still required to validate that the applicant has complied with the conditions of membership. This may also be submitted electronically but must show the appropriate signature(s).
- 2) Electronic payments must have a suitable reference applied that is visible on the club bank account statements. A suitable reference is one which allows us to identify the member uniquely by name or BMFA number. Both would be better. All electronic banking mechanisms allow for a user reference to be added.
- 3) Payments made without a suitable reference will not be accepted as membership until further proof is provided by the member.
- 4) Partial payments will not be accepted as membership for the user. The treasurer will arrange for a refund by cheque if the balance is not paid within 4 weeks. This may take time as multiple signatures are required on club cheques.
 - a. If the renewal balance is not paid by 1st February then they will be expected to pay the full joining fee, not a reduced fee.

Bank account details can be obtained from the treasurer (treasurerbfrcms@gmail.com)

From 2020 members wishing to pay by Direct Debit spread over payments throughout the year can do so subject to the following conditions:

- 1) Total cost (membership and/or BMFA) will be subject to a £3.00 administration fee to cover the transaction costs with the Direct Debit company.
- 2) Any passthrough costs will be requested as a single payment at the start of the arrangement. E.g. BMFA or CAA registration fees
- 3) The club fees will be spread over equal payments ending in a final payment on the in the first week of October for the target year.
- 4) On initial sign up, the agreement must be validated by the end of that month otherwise the payment plan will be rejected. If this is in January then the payment plan for returning members will automatically be subject to the full membership cost without the discount.
- 5) All payments must be complete by the end of the club's financial year (31st October).
- 6) There is no automatic rollover of any payment plan for subsequent years.
- 7) Ensuring that payments are complete is the responsibility of the member. Payments may fail for a number of reasons:
 - a. The member hasn't completed the electronic payment mandate on time
 - i. Please check you spam folder in your email.
 - b. There are insufficient funds in the members bank account
 - c. The member has halted the bank mandate
- 8) If payments fail or are cancelled without agreement of the club, the individual's membership will cease until the full remainder of the fee is provided.

BLACKPOOL & FYLDE R.C.M.S.

2020

MEMBERSHIP APPLICATION FORM



NAME:

ADDRESS:

POSTCODE: TEL:

Email:

I HAVE READ AND AGREE TO ABIDE BY THE CONSTITUTION & RULES OF THE SOCIETY.

SIGNED:..... DATE:.....

THIS FORM MUST BE COUNTERSIGNED BY PARENT OR GUARDIAN FOR JUNIOR MEMBERS:

SIGNED:..... DATE:.....

Disciplines Flown: CL,FF,HEL,IND,RCP,RCS,SCA

I wish to join the training program Yes / No BMFA Qualification :

Are you registered disabled Yes / No Date of Birth

NEW MEMBERS ARE NOT ALLOWED TO FLY SOLO UNTIL THEY HAVE DEMONSTRATED THEIR COMPETENCE AND KNOWLEDGE OF THE RULES OTHERWISE THE NEW MEMBER MUST REGISTER FOR THE B & F RCMS TRAINING PROGRAM.

THE B&FRCMS PROFICIENCY TEST HAS*/HAS NOT* BEEN SATISFACTORILY COMPLETED
* Delete as appropriate

Committee SIGNED:

Committee SIGNED:
NOTE : NEW MEMBERS ARE SUBJECT TO 12 WEEKS PROBATION FROM THE DATE OF JOINING.

2020 New Membership Rates				
Subscription	Club	BMFA	CAA	TOTAL
Full Member	£55	£38	£9	£102
Junior (Under 18 yrs.)	£26	£17	N/A	£43
Social	£26	N/A	N/A	£26

* 50% Promotional reduction in Full membership for new members only. Normal fee is £110.

Fill in the relevant box

Subscription	Club	BMFA	CAA	TOTAL
Full Member				
Junior (Under 18 yrs.)			/	
Social		/	/	

Tick here if you wish to pay by direct debit (£3.00 extra to cover admin costs). Email address must be accurate!

Existing members of the BMFA Yes / No BMFA No. :
Cheques payable to 'B & FRCMS' CAA Operator ID:

PLEASE SEND COMPLETED FORM & PAYMENT TO:

Andrew Harrison
28 Grenville Avenue
St. Annes
LANCS, FY8 2RR

E-MAIL membership.bfrcms@gmail.com
TEL. 01253 724075

BLACKPOOL & FYLDE R.C.M.S.

2020

MEMBERSHIP RENEWAL FORM



NAME:

ADDRESS:

POSTCODE: TEL:

Email:

I HAVE READ AND AGREE TO ABIDE BY THE CONSTITUTION & RULES OF THE SOCIETY.

SIGNED:..... DATE:.....

THIS FORM MUST BE COUNTERSIGNED BY PARENT OR GUARDIAN FOR JUNIOR MEMBERS:

SIGNED:..... DATE:.....

Disciplines Flown: CL,FF,HEL,IND,RCP,RCS,SCA

I wish to join the training program **Yes / No** BMFA Qualification :

Are you registered disabled **Yes / No** Date of Birth

Each year we have difficulty contacting members who's details (Address, email, telephone number, etc.) have changed.

WE WOULD BE GRATEFUL IF YOU COULD UPDATE AS MANY FIELDS AS POSSIBLE SO OUR RECORDS ARE KEPT CURRENT.

2020 Membership Renewal Rates				
Subscription	Club	BMFA	CAA	TOTAL
Full Member	£110/£90*	£38	£9	£157/£137*
Junior (Under 18 yrs.)	£26	£17	N/A	£43
Social	£26	N/A	N/A	£26

*Reduced Fee Before 1st February

Fill in the relevant box

Subscription	Club	BMFA	CAA	TOTAL
Full Member				
Junior (Under 18 yrs.)			/	
Social		/	/	

Tick here if you wish to pay by direct debit (£3.00 extra to cover admin costs). Email address must be accurate!

Existing members of the BMFA **Yes / No**
Cheques payable to **'B & FRCMS'**

BMFA No. :
CAA Operator ID :

PLEASE SEND COMPLETED FORM & PAYMENT TO:

Andrew Harrison
28 Grenville Avenue
St. Annes
LANCS, FY8 2RR

E-MAIL membership.bfrcms@gmail.com
TEL 01253 724075