

# IVFG Club Rules (2020)

## Introduction

The Itchen Valley Flying Group (IVFG) is a group of like-minded individuals, sharing in a common interest, that of flying model aircraft.

**It is an All-Electric Club**, and tries to be relatively informal in structure with a sociable group of responsible adults. Having said this, there are a few **rules and guidelines** that members are required to be aware of. The following lists these, hopefully in a minimal bureaucratic, easy to remember way.

Mandatory things are things that all members are **required to obey**, guidelines are things of good practice that should be followed unless there is an exceptional reason to ignore it.

## **Mandatory.**

- All members are required to have paid their current subs for the year.
- All members are required to have **current** BMFA Insurance - as this is part of the agreement in order to use the site. All members are required to meet the CAA requirements for flying models above 250g. Basically to either have a Certificate or an exemption as a result of having a BMFA qualification. Failure to have such negates any insurance.
- All members are required to fly in a safe fashion at **all times**, and to be particularly aware of the potential for injury to other flyers, members of the public, and property.  
It is the responsibility of **all** members to be critical of the safety of their own flying and also for the safety of other members flying.  
If a member is consistently judged to be flying unsafely then he will need to demonstrate to the senior members etc that they are able to meet the levels required of IVFG members. This may include some time on a buddy system.
- The site has locked access. It is the responsibility of the last person to leave the site to ensure that the building and gate access are locked up.
- There is a designated pits and flight line (with an alternative, depending on conditions). Members must use either of these, but **only 1** will be active at any given time, so **all** members must fly from the same pits/flight line.
- All members flying will, initially, be checked by an existing senior member for flying ability/flying attitude. You may only fly solo if both are acceptable to other club members. This does include those with BMFA Certificates (skills can get rusty with time), but should only be a cursory matter for those.
- New members to the hobby will need to spend time with a senior member using a buddy system. When the trainer deems that the new person has reached a reasonable skill level, then solo flying - with a trainer stood next to the person - will be allowed. Novice pilots must be cleared by 2 competent pilots for solo flight.
- It is required that flyers using FPV have a spotter by their side when flying FPV, as all drones need to be flown, effectively, within Line Of Site (LOS).
- Report any incident however minor, to either Malcolm Rummey or Norman Adlam.
- **No** overflying of the pavilion, car park, pits or over the heads of the flyers on the flight line *unless* there is an unexpected problem which forces the flyer to do so. There are no restrictions flying elsewhere over the surrounding fields.
- Initially, flying is permitted at any times, as long as the grounds aren't in use. This is likely to be updated as more information is received from Winchester Council on ground usage. (There is an intent to implement a booking system for such events, and we will be given access to it.)

## Guidelines.

- The site has adequate parking.  
Members should park in the car park in the recommended area, in order to minimise any potential damage to vehicles by landing models.
- It is good practice that all pilots should communicate with other flyers by **loudly and clearly** stating their objectives **before** doing such.  
So, words like 'OK to enter the flying area?' - before retrieving a model, 'Taking off to the right etc' - before take-off, and 'Landing, left to right etc' - **before** landing ensures others are aware of what a flyer intends to do, and can ensure that no accidents occur.
- Helicopter and Drone flyers should move to the end of the flight line or, if it is particularly busy, wait until the numbers of planes being flown has reduced.  
Plane flyers should be aware of not flying over model helicopter flyers, as the level of concentration required to fly a helicopter can be disturbed by planes flying very near to the helicopter pilot.
- Leave no litter. Remove all debris such as broken props etc, to avoid injury to sports players using the site.

