

The Wintonbury Flying Club, Inc.

Preface

This membership handbook contains all current rules and regulations for members of the Wintonbury Flying Club. The first few pages of this handbook describe the general procedures which must be used at the field. Additionally, The Constitution and Bylaws and the Safety Rules follow. **All members are required to understand the contents of this handbook before participating in any flying activities.**

MEMBERSHIP

If you are a new member of the Wintonbury Flying Club, welcome! We strive to be a fun, friendly and courteous group that would love to have you fly with us. We always fly with safety in mind and respect our neighbors and the environment. We hope that you will keep that in mind at all times.

If you would like to join our club there are a few requirements. You must be a member of the Academy of Model Aeronautics. You must also complete a club application form, a copy of which is available in this membership manual.

MAINTENANCE

Helping to maintain the club's owned assets is the responsibility of each member. We all must share the many tasks which need to be done to keep the clubs fields operational. In addition, volunteers are needed for the clubs two public flying events held each year. To share the load across all members, we ask that each member perform at least four (4) hours of work for the club in each membership year.

DIRECTIONS TO THE CLUB FLYING SITE:

From I-91: Take exit 36. At the end of the ramp go west onto Park Avenue (3 miles). Proceed through 4 traffic signals. Continue until road takes a sharp left turn. Take right fork onto Wintonbury Avenue. Go ¼ mile on Wintonbury Avenue and take the first right into the Seabury Retirement Community. The field is at the rear of the Seabury retirement Community down the gravel road to the right.

DIRECTIONS TO THE CLUB MEETING SITE:

From April through October, the club meetings are held at the flying field. During November through March, or if there is inclement weather, meetings are held at the First Congregational Church located at 10 Wintonbury Avenue in Bloomfield.

From I-91: Take exit 36. At the end of the ramp go west onto Park Avenue (3 miles). Proceed through 4 traffic signals. Continue until road takes a sharp left turn. Take right fork onto Wintonbury Avenue. Follow the road approximately 1 mile . Turn left at the three-way stop. Continue into Bloomfield, over the railroad track. The church is located ¼ mile past the railroad on the right.

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USE OF THE CLUB FLYING SITE:

All club members must display their current Wintonbury Flying Club badge in clear view on your person when flying or operating models at the field. This is to allow members to easily identify each other.

The entrance gate is secured by a combination lock. Please be sure that you understand the method for locking and unlocking the gate. The gate should always be left unlocked when flying. The last person to leave must lock the entrance gate. If you find the locks missing or with damage, make sure you inform the Field Director or one of the other officers as soon as possible so the condition can be corrected.

The club field is located behind the Seabury Retirement Complex. Please be courteous and respectful at all times when on the Seabury property. The speed limit within the Seabury property is 20 MPH and on the dirt road is 15 MPH. and is to be strictly enforced at all times.

TRANSMITTER IMPOUNDING:

Everyone arriving at the flying site must immediately *impound all transmitters or transmitter modules*. 2.4 Spread Spectrum radio systems are exempt from this requirement. A transmitter (or transmitter module) can only be removed from the impound area when you leave the site or once the proper frequency for that transmitter has been secured. Transmitters and transmitter modules are impounded to keep frequency conflicts from occurring which means a much safer flying environment for everyone.

By keeping all of the transmitters in one common place, there is much less chance of a transmitter being accidentally turned on and causing interference with another radio. It is also easier for the closest person to the impound area to find an offending transmitter and get it turned off quickly.

FREQUENCY CONTROL:

The club has a simple frequency control system that works well provided all members and guests use it properly. All members are required to have a frequency pin in accordance with the sample shown below.

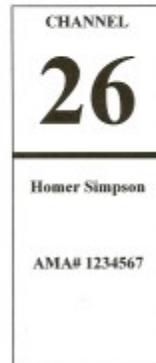
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Specifications: L x W = 3.5 X 1.5 inches

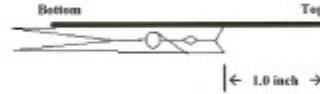
Instructions:

Printout the front view and attach to a piece of light plywood.
Then glue the completed assembly onto a clothespin as show in the side view.

Front view



Side View



To secure your frequency, Attach your pin to the appropriate space on the transmitter impound area. If your frequency is already in use, you must immediately impound your transmitter or transmitter module. Any member may only secure one frequency at a time. This procedure must be followed for all radios, except 2.4 GHz (Spread Spectrum) radios.

As soon as you have landed your model, immediately place your transmitter back in the impound area and retrieve your frequency pin.

PILOT COMMUNICATIONS:

It is extremely important that pilots communicate their intentions clearly at all times. The following list shows some of the essentials for pilot communications:

“Taking off” or “Going up” - You are about to take off

“Touch and go from (left or right)” – you are making an approach from left or right followed immediately by a take-off

“Landing from (left or right)” – you are making an approach followed by a landing from left or right

“Dead Stick” – your engine has failed and you are making an immediate landing approach. Dead stick aircraft have the right –of-way at all times.

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“Heads up” – warns others on the field of a possible out of control situation

“On the field” – informs other pilots that you or your aircraft is on the field taking off or retrieving an aircraft

“Clear of the field” – informs other pilots that you have cleared the field

Always respond indicating that you have heard the communication.

DESIGNATED PILOT STATIONS:

Pilots are required to fly from one of the designated pilot stations. This ensures that there is a minimum of 25 feet of separation between transmitters, reducing the chance of transmitter inter-modulation interference and also ensures that pilots are close enough to hear each other verbal communications. If you must stand behind your model to take off, move directly to one of the designated pilot stations immediately after you have taken off and have established controlled flight while attempting to avoid other active transmitters by 25 feet as you move to the designated pilot station. Only four pilot stations can be used at any one time.

FLIGHT BOUNDARIES:

There are areas surrounding our flying site that are strictly “off-limits” to any kind of flying. In addition to these areas, all takeoffs and landings should be made into the prevailing wind from either end of the designated runways. Remember, you are never allowed to fly over people at any time.



LEARNING TO FLY – THE WFC FLIGHT TRAINING PROGRAM:

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The Wintonbury Flying Club has a well established flight training program to assist you in your quest to learn to safely pilot an R/C aircraft.

We have flight instructors that have volunteered their valuable time to help you learn how to fly. If you are a student, we recommend that you use one of our club instructors as this significantly increases your chances of learning to fly safely with minimal chance of damaging your aircraft.

Our instructors use a “training-box” system while teaching you to fly. During instruction, they will make every effort to avoid mishaps, but please be aware that your aircraft can be damaged for many reasons. Unfortunately, this is part of the learning process. Neither the club nor our instructors can be held responsible for any damage that may occur to your aircraft.

If you are in the training program, please understand that our instructors volunteer their time to help you. Please be respectful and appreciative of their time. It is the student’s responsibility to contact his/her instructor and to set up meeting times, etc. Unless you have made prior arrangements, please do not approach an instructor during other times and expect them to be available to give you help. Although generally they will help you at anytime, please don’t put them on the spot and expect their help.