



The Wintonbury Flying Club, Inc. Membership Manual

Revision: Rev A

9-11-2018

The Wintonbury Flying Club, Inc. Membership Manual

Preface

The most recent revision of this document supersedes prior versions of the club's Membership Manual and Safety and Flying Rules documents. These two documents have been combined into this single document.

The Wintonbury Flying Club, Inc. Membership Manual contains the rules and regulations for members of the Wintonbury Flying Club (WFC) including important safety rules. The Constitution and Bylaws for the club are contained in a separate document. Please familiarize yourself with that document as well as this one. Both documents combine to constitute the rules and regulations of the Wintonbury Flying Club that are applicable to our club membership.

All members are required to understand the contents of this Membership Manual before participating in any flying activities.

Additional rules and/or amendments to this document may be imposed at the discretion of the WFC Board Members. (Refer to the constitution and bylaws document for further information.)

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1.0 CLUB MEMBERSHIP

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

If you would like to join our club, there are a few requirements. You must be an active member of the Academy of Model Aeronautics (AMA). You can visit their website www.modelaircraft.org and apply online. AMA membership provides liability insurance which is required by a sanctioned AMA club, which we are, and the Town of Bloomfield, where our club is located.

Secondly, you must complete a club application form, a copy of which is available for downloading on the club's website www.flywfc.org. Bring the completed application to our next scheduled club meeting, introduce yourself, and let the fun begin. Information about the location and time of our club meetings is kept current on the club's website.

Note that the WFC Board Members oversee the club's membership as defined in The Constitution and Bylaws document. The number of adult members is currently limited as defined by a vote of the membership to ensure active pilots have adequate access to flight time at the field. Please ask a club officer if you wish to know the current membership limit. If the membership limit is reached, a waiting list is created, and members are added when space becomes available. Youth membership is highly encouraged, and youth membership count is currently unlimited. Once accepted as a member, pay your membership dues and you will be issued a membership badge. Follow the rules documented herein and enjoy flying with us!

2.0 CLUB FACILITY MAINTENANCE

Helping to maintain the club's flying field and club owned assets is the responsibility of each member. We all must share the many tasks which need to be done to keep the club's fields operational. In addition to maintaining the facilities, volunteers are needed for the club's public flying events held each year. To share the load across all members, we ask that each member perform at least two (2) hours of volunteer work for the club in each membership year. We thank you for this contribution to keep our club in top shape.

There are no trash containers at the field. This is intentional. Members are required to remove any trash that they create, whether it is plane wreckage or a coffee cup. Keep our flying site clean. Leave only your footprints behind when you leave.

Also note that the WFC flying field is a no-smoking area. Please refrain from smoking while at the field.

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3.0 DIRECTIONS TO THE CLUB FLYING SITE:

3.1 DIRECTIONS TO THE CLUB'S 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 the road takes a sharp left turn. Go right at the fork onto Wintonbury Avenue. Go ¼ mile on Wintonbury Avenue and take the first right into the Seabury Retirement Community. Proceed approximately ¼ mile to the back of the facility. The field is at the rear of the Seabury retirement Community down the gravel road to the right.

3.2 DIRECTIONS TO THE CLUB MEETING SITE:

Note that from May through September, the club meetings may be held at the flying field, weather permitting. During October through April, or if there is inclement weather, meetings are held at the First Congregational Church located at 10 Wintonbury Avenue in Bloomfield. Meetings are typically held on the first Thursday of each month. Visit the club's website to determine the date and location of the meetings.

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. Go right at the fork onto Wintonbury Avenue. Follow the road approximately 1 mile. Turn left at the three-way stop. Continue into Bloomfield, over the railroad tracks. The church is located ¼ mile past the railroad on the right. Enter on the backside and proceed up the stairs to the meeting room.

4.0 LEARNING TO FLY – THE WFC FLIGHT TRAINING PROGRAM

The Wintonbury Flying Club has several volunteer flight instructors that are willing to assist you in your quest to learn to safely pilot an R/C aircraft. *Just ask.* These individuals will volunteer their valuable time to help you learn how to fly. If you are a student new to this hobby, 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. It is very difficult to learn to fly without assistance. To avoid crashing your airplane and getting discouraged with the hobby, arrange to get training from an instructor who will assist you while you gain the necessary skills to handle the airplane safely.

Our instructors use a “training-box” or “buddy-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.

The club has training aircraft and radio systems available for those who may want to experience and test the hobby before making an investment in an aircraft and radio system. Just ask and we'll

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help you out. We can also make recommendations on what type of aircraft and equipment are suitable for your skill level.

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. Please do not miss any agreed appointment without informing the instructor of your intentions. In addition to the club's instructors, you will find most all of our club members willing and able to help you in any way that they can. Do not hesitate to ask questions or for assistance. We are dedicated to helping you succeed in this hobby.

5.0 USE OF THE CLUB FLYING SITE:

5.1 MEMBERSHIP BADGE DISPLAY

All club members must display their current Wintonbury Flying Club badge in clear view on their person when flying or operating models at the field. This is to allow members to easily identify each other and to ensure that all those flying are current club members. If you see someone who is flying and not displaying a badge, kindly ask them to do so. (Guests that are allowed to fly without badges will be discussed later in this document.)

5.2 ENTRANCE GATE

The entrance gate is secured by a combination lock. Please be sure that you understand the method for locking and unlocking the gate. Ask for clarification if needed. *The gate must always be left unlocked and in the open position when people are at the flying site for safety reasons (e.g., for emergency vehicle access).*

There is a small section of chain and 3 padlocks that are used to secure the gate in a closed position. One lock is for Seabury, one lock is for the Town of Bloomfield, and the middle lock is for our club. These locks form 3 extra links in the chain and must remain interlocked such that any one lock can be used to unlock the gate.

Use the combination provided when you become a club member to unlock the entrance gate if you find the gate locked upon arrival to the field. Sometimes the lock needs a tug or two to open. An occasional squirt of WD-40 may do the trick. Swing the gate open until it latches. Spin the numbers on the combination lock so you do not leave the combination exposed.

The last person to leave the flying field must lock the entrance gate. Swing the gate closed behind you and install our club's lock such that it forms a link in the chain. Again, this is required to allow any one of the three locks to be used to unlock and open the gate. Spin the numbers on the combination lock so you do not leave the combination exposed.

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If you find the locks missing or damaged, inform the Field Director or any one of the club officers as soon as possible so the situation can be corrected.

5.3 SPEED LIMIT

The club field is located behind the Seabury Retirement Complex. Please obey all posted stop signs and speed limit signs. The speed limit within the Seabury property is 15 MPH. The speed limit on the dirt road leading to the field is also 15 MPH. *This speed limits must be adhered to.*

There are many walkers on the Seabury and surrounding properties. Please be careful and courteous and respectful at all times.

5.4 PILOT COMMUNICATIONS

For safety reasons, it is *extremely important* that pilots clearly communicate their intentions to other pilots and club members. The following list shows some of the essentials for pilot communications:

“Taking off” or “Going up” – Indicates that you are about to take off. Include your intended direction, for example “west to east”, “north to south”, “left to right”, etc.

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

“Landing from (left or right)” – Indicates that you are making an approach followed by a landing from left or right. East to west, north to south, etc., are also acceptable.

“Dead Stick” – Indicates that your engine has failed, and you are making an immediate landing approach. ***Dead stick aircraft have the right of way at all times.*** Other pilots please clear your aircraft of the landing zone. For example, fly high and out of the way.

“Heads up!” – Warns others of a possible out of control situation. Please observe what is happening and take appropriate evasive action if necessary.

“On the field” – Informs other pilots that you and/or your aircraft are on the field and you are taking action to retrieve the aircraft to get it out of the way of others.

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

Always respond indicating that you have heard the communication.

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5.5 DESIGNATED PILOT STATIONS

Pilots are required to fly from one of the designated pilot stations. The pilot stations provide a level of protection and are intended to keep pilots off the field when aircraft are in the air; they ensure that there is a minimum of 25 feet of separation between those that may be using 72 MHz transmitters thus reducing the chance of transmitter inter-modulation interference; and they ensure that pilots are close enough to hear each other's verbal communications. If you must stand near your model to take off or land, for example, near the paved runway, move directly to one of the designated pilot stations immediately after you have taken off and have established controlled flight. Remember to always announce your intentions. For example, "using the runway for takeoff".

5.6 FLIGHT BOUNDARIES

There are designated flying areas and areas surrounding our flying site that are strictly "off-limits" to any kind of flying. You are never allowed to fly over people at any time. Reference the figure below.

Rotary wing aircraft (e.g., helicopters and multi rotor aircraft) are only allowed to fly in the south west corner of the flying field with the north boundary defined by the yellow line in the figure below. Fixed wing aircraft can fly in any fly zone except in the southwest corner where the rotary wing aircraft are permitted to fly. Make every effort not to fly over the intersection of the rotary wing and fixed wing areas.

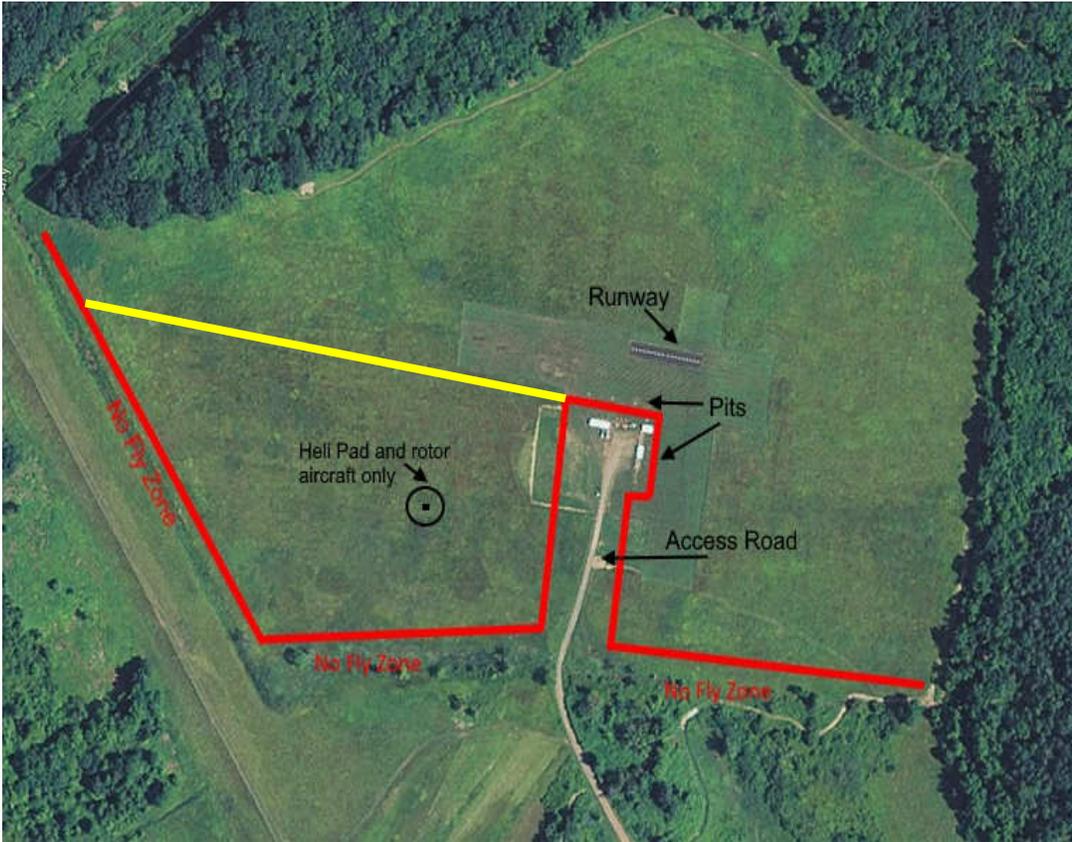
First Person View (FPV) fixed wing aircraft must fly in the fixed wing flying area. FPV rotary wing aircraft must fly in the rotary wing area. There is one exception to this rule. Under the following conditions, rotary wing aircraft with cameras are permitted to fly over the fixed wing area:

1. When a "search and rescue mission" is required to find downed aircraft or aircraft parts.
2. After all members at the field are notified of this mission and agree to it.
3. All members at the field agree not to fly while the search and rescue aircraft is in the air.

Never fly over the tree line to the south toward Seabury or over the dike to the west. Be cognizant of any people walking around the perimeter of the field and do not fly over or near them. Do not fly over the parking, pit, or spectator areas.

If you have any questions about what type of aircraft can fly where, please ask a club board member, the club safety officer, or the club field manager.

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5.7 WHO MAY FLY OR OBSERVE

Only certified Wintonbury Flying Club members and guests may fly at the Wintonbury Flying Field. A certified member:

- Has a valid and current AMA membership and can provide proof with a current AMA card or facsimile of same.
- Is currently an active member of the Wintonbury Flying Club.
- Has signed and filed a club Application for Membership that includes an indemnification agreement with the Town of Bloomfield. The WFC secretary or other designated person will collect the indemnification forms from members.
- Is familiar with and adheres to the WFC Safety and Flying Rules governing use of flying field.

Guest flying at the field will be allowed when the guest:

- Is invited by an active WFC member.
- Has a valid and current AMA membership and can provide proof with a current AMA card or facsimile of same.
- Is familiar with and adheres to the WFC safety and flying rules governing use of flying field.

An individual may only fly as a guest a maximum of twice per year. After which the individual must become a club member to utilize the facilities. The club member sponsoring the guest is responsible for ensuring the guest adheres to the safety and flying rules.

Visitors and spectators are welcome. They must remain behind the Pilot Stations for safety.

5.8 FLYING RULES & FLYING COURTESY

Only four fixed wing aircraft may be flown at one time. Only one helicopter may be flown at one time. Only five multirotor aircraft (drones, not helicopters) may be flown at one time.

Flyers may stand near the runway when taking off and landing. After taking off, flyers must move to one of the “pilot stations” located between the runways and the pits area. After a successful take-off or landing you must leave the runway area as quickly as possible. Remember to announce your intentions.

Fixed wing flyers will use the flight stations near the runways; Rotary wing flyers will use the flight station in the rotary wing flying area.

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All takeoffs and landings should be made into the prevailing wind from either end of the designated runways.

As a courtesy to other flyers, it is recommended that you limit your flight time to ten minutes or less per flight to allow others a fair chance to fly.

The permitted flying time for aircraft with internal combustion engines is from 9:00 AM to 6:00 PM on all days except Sunday. On Sunday the time is from 10:00 AM to 6:00 PM. The Board may choose to allow flying aircraft powered by an internal combustion engine until 7:00 PM on nights when the club meets at the field for its monthly meeting. If so, this will be communicated in the pre-meeting email notice. All other aircraft (electric, rubber-powered or un-powered) may be flown without time restrictions

Before you fly and after you land inspect your aircraft for loose or damaged parts. Make any repairs necessary prior to flying again.

Conduct a range check, at least once per day, prior to flying.

AMA starting tables are located in the pit areas for starting and engine tuning. When starting fixed wing aircraft, engines must be started on the provided starting tables or on the ground between the work tables and pilot's stations. Make sure your aircraft is secured and constrained prior to starting your engine. Always have your aircraft facing toward the runways and not the pit or spectator areas when starting your engines. Electric motor-powered aircraft may have power applied at the starting tables, on the ground in the pit area, on the runway, or while being hand held in front of the pilot stations.

- Always look around the pit area when starting your engines to be sure that no other pilots, spectators, or by-standers are in or in front of the "prop arc" area for maximum safety.
- If necessary, seek help to hold down your aircraft. If help is unavailable, you must use a restraining device or the AMA starting tables when starting your engine.
- *Always* make engine adjustments and remove the starting battery from the rear of the aircraft.
- Under no circumstances should engines be started on the workbenches. These workbenches are provided only for assembly and repairs. This includes electric motor-powered aircraft.

Gliders using high start or winch devices are required to locate these devices so that they are in line with one of the two runways (for best wind use.) Care should be taken so that high start or winch lines do not cross or drift across runways. These "old technology" devices can only be used during special glider event days so as not to interfere with other types of aircraft.

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No aircraft shall be taxied into the pit area or toward areas occupied by other pilots or spectators. Aircraft engines must be stopped at the pilot stations and towed or carried back to the pits.

Clearly and loudly announce all flight maneuvers that approach the runway areas. E.g. – “Low Pass, Landing, Taking Off, Touch and Go, Dead-Stick, and if you are walking to the runway.

Your first aircraft turn after takeoff should always be away from the pits. Fly the aircraft “two mistakes high” before trimming.

Before leaving the pits or flight station to pick up an airplane from the runway, announce your intentions by shouting “On the Field.”

Aircraft that have lost power (dead-stick) have priority for landing. Alert other flyers of a “dead stick” landing. When a pilot announces a “dead stick” condition, he/she has the right of way. Suspend all landings and take-offs and allow the aircraft to land.

6.0 NOISE CONTROL

The number one reason for clubs losing their flying sites is said to be due to noise pollution. We are very concerned that this could happen to our club because of our proximity to the Seabury retirement community. As a result, the club imposes the following rules:

- All pilots should be cognizant of the proximity of our flying site to the Seabury property and the senior residents residing there. Care must be taken to minimize noise and show respect to these residents at all times. These are our neighbors and we will always be considerate of them.
- The previously specified flying times for aircraft with internal combustion engines must be adhered to.
- All model aircraft equipped with internal combustion engines must be equipped with noise suppression systems (e.g., mufflers). Engines that are 85 CC and above in size must utilize canisters. When it is not physically possible for an aircraft to utilize a canister, such as a scale warbird aircraft, an exception to this rule may be granted, provided the club member has done everything possible to minimize the noise produced by that aircraft and flies accordingly.
- Sound levels shall be maintained to be consistent with Town of Bloomfield regulations and seek to achieve AMA guidelines. Current sound levels shall be maintained at or below 95dBs with a WFC goal to be below 90 dBs at 3 meters for all model aircraft.

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- Testing of all aircraft will consist of using a standard decibel sound meter held 18” off the ground, with fixed wing aircraft measured on the right side at full throttle and helicopters measured in hover slightly down wind of the exhaust.
- “Prop Ripping” is not permitted.
- “Throttle Pumping” is strongly discouraged, even if the dB level remains below the maximum limit. The sound produced by throttle pumping is particularly annoying to fellow club members and to our neighbors. If you must, do it as far away from Seabury as possible and limit how much time you spend using this technique when flying.

7.0 ADDITIONAL SAFETY RULES

Safety is of the utmost concern of the WFC. It is imperative that we follow all WFC and AMA safety rules. Safety rules are posted at the field, are contained in this document, and are contained in AMA documents. Please become familiar with and follow all applicable safety rules. If you have any questions about rules or safety in general, ask a club officer or other club member for advice.

Never fly an aircraft in a careless or reckless manner.

7.1 Low Altitude Hovering and Rolling Circles

“3D flying” of internal combustion powered aircraft, such as low altitude hovering and low altitude rolling circles, shall be conducted over and/or north of the paved runway when flying east to west, and over the tall grass (un-mowed area) to the east when flying north to south. If flying north to south, stay well north of the Seabury end.

7.2 Field Maintenance

The flying field is closed, and flying *is strictly prohibited* when anyone is working on the field including grass cutting, field work, road work, and all other repairs and work efforts. Mowing typically occurs Friday mornings (weather permitting) so the field is in great condition for the weekends.

7.3 Flying Alone and Spotters

It is strongly suggested that WFC members do not fly alone. It is also suggested that members fly with a qualified spotter at all times. FPV flying shall not be done alone and requires a qualified spotter at all times. A spotter is particularly important when more than one aircraft is in the air at the same time.

A qualified spotter is someone that can keep an eye on all aircraft flying in the area of the pilot’s aircraft and can inform the pilot of any imminent danger (e.g., potential mid-air collision). The spotter must also take note of anyone who may venture onto the flying field or may be walking on a nearby trail. FPV spotters must

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be able to inform the pilot of the location of his aircraft should he/she lose video contact and needs to switch to line of sight flying. Ideally the spotter should be someone with flight experience that could be handed the transmitter and take control of the aircraft in flight if necessary.

7.4 Rotary Wing Aircraft

The term “rotary wing aircraft” shall mean a rotary wing aircraft including drones, other than auto-gyros, whether powered by gas, glow or electric motors.

At the discretion of the club Safety Officer, rotary wing aircraft pilots may need to be certified to fly. This will be accomplished by the club Safety Officer, or by a Rotary Wing Aircraft Trainer appointed by the club Safety Officer, hereafter called the trainer. Any person wishing to become certified to fly rotary wing aircraft must at all times until becoming so certified, fly with and under the direct supervision of a trainer unless the Safety Officer determined that it is unnecessary based on the pilot’s demonstrated competence.

As used herein, to be “certified to fly” shall mean that a trainer has determined that the person seeking to be so certified is, without the assistance, coaching or intervention of a trainer or any other person, capable of flying a rotary wing aircraft in a safe and competent manner in accordance with all safety rules governing flying at the club’s field.

To become certified to fly rotary wing aircraft, pilots will be required, as a minimum, to demonstrate the following:

- Controlled take-off and landing
- Controlled hovering
- Controlled forward flight

The trainer shall have the authority to impose additional certification or qualification demonstration requirements, as deemed necessary, when a previously certified rotary aircraft pilot begins flying an aircraft substantially different from the type on which he/she was initially certified.

Rotary wing aircraft shall only be flown in the rotary wing flying area.

8.0 TRANSMITTER CONTROL

8.1 2.4 GHz DIGITAL SPREAD SPECTRUM RADIO SYSTEMS

The introduction of 2.4 GHz Digital Spread Spectrum radio systems has eliminated the need for tight frequency control and transmitter impounding for these types of radio systems. There is little to no possibility of one system interfering with another system, so

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transmitter control is not required for these systems. It is highly recommended that club members adopt this newer technology and retire their older systems.

8.2 72 MHz RADIOS SYSTEMS

Old technology, 72 MHz Radio Systems require special consideration when they are used at the field because it is possible for one such system to interfere with another and cause a dangerous loss of control situation. Although the use of this old technology is not prohibited from use at our club, special rules as outlined in the following paragraphs must be followed.

It is imperative that users of 72 MHz Radio System technology take every precaution possible to avoid an interference that could lead to a catastrophe. Communications with other flyers also using this technology is a good way to avoid an issue.

It is suggested that pilots “go out of their way” to determine if other pilots are using the same frequencies. If the same frequency is being used on the field, pilots should remind each other before “turning on” of your intentions.

The following subparagraphs only apply to those using 72 MHz Radio Systems.

8.2.1 TRANSMITTER IMPOUNDING

Upon arrival at the flying site place your transmitter (or transmitter module) in the impound area near the frequency board. 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 by placing a pin on the appropriate spot on the frequency board. Transmitters and transmitter modules are impounded to keep frequency conflicts from occurring creating 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.

8.2.2 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.

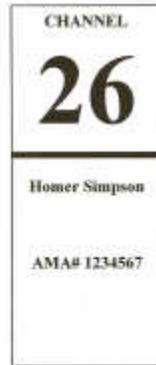
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Specifications: L x W = 3.5 X 1.5 inches

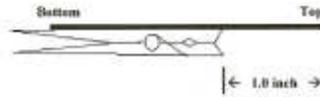
Instructions:

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. Any member may only secure one frequency at a time. This procedure must be followed for all 72 MHz radios.

As soon as you have landed your model, immediately place your transmitter back in the impound area and retrieve your frequency pin thereby freeing up the frequency for another flyer.

8.3 FPV VIDEO TRANSMISSIONS

First person view video transmissions occur on specific frequencies / channels. FPV pilots must coordinate among themselves to ensure that channel to channel interference does not occur. Do not turn on a transmitter prior to ensuring that you will not interfere with another FPV pilot's equipment.

It is imperative that users of FPV technology take every precaution possible to avoid an interference that could lead to a catastrophe. Communications with other flyers also using this technology is a good way to avoid an issue.