

Shropshire Model Flying Club – Rules

The policy of SMFC is to operate with the minimum rules and regulations compatible with the safe operation of a model flying site. Model flying is a potentially dangerous sport and it is incumbent on your committee to advise you accordingly. It is also every member's responsibility to abide and ensure safety for all.

These Club Rules will be issued to each new member on joining. Thereafter, there is no excuse for pleading ignorance of the rules and safety procedures, which are absolutely essential for the safe running of the club. If there is anything you do not understand - please ask.

Article 241 of the Air Navigation Order covers all Aircraft, including Models and states: "A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property". Therefore:-

1. You must be CAA registered and have BMFA insurance to fly on this site (included in membership if required).
2. You should be conversant with, and abide by the BMFA safety Codes.
3. Flying of IC powered aircraft is only permitted at the following times:-
10:00 > 20:00 hrs, Wednesdays, Thursdays, Saturdays, Sundays and Public Holidays.
In Winter months, cease flying by 17:00 hrs.
4. The first member on the field unlocks the gate, thereafter members are asked to close the gate. The last member off the field makes sure everything is put away, including windsock, chairs and STOP poster and finally secures the club house and gate.
5. The first qualified pilot on site sets up flight line for day, puts out the STOP poster and windsock, and is responsible for the safety aspect of the flight positioning in accordance with BMFA guidelines. The flight line may be amended by agreement if the wind changes. Fixed wing models all fly from same flight line.
6. Members shall be responsible for any guests whom they bring to the Club site.
7. When arriving, stop at the stop poster and ensure that it is safe to proceed before parking in the designated car park.
8. Unload your car adjacent to the pits area if necessary and then park as far away from flight line as is feasible, i.e. adjacent to the fence north side of car park (BMFA recommends 100m).
9. Before using any 35Mhz transmitters, check the frequency board. Always obtain the relevant 'frequency disc' before turning on a 35MHz transmitter and replace with your name peg. Return disc to board after your flight if there are others flying on the same channel and before leaving site.
10. Electric models are to be regarded as 'armed' when the battery is connected irrespective of a switch. Arming should not take place in the club house, except where no propeller (or impeller) is fitted. Arming of any model with 'return to home' technology should only be done on the flying strip; not in the car park area, pits or Clubhouse. RW or MR can be armed in the agreed hover area.
11. You must have a minimum of a BMFA 'A' certificate to fly unsupervised fixed wing aircraft. Currently, rotary aircraft flyers can hover practice without a rotary aircraft certificate providing they have checked with a committee member or experienced pilot first. Rotary aircraft may fly "slots" on the main strip when no fixed wing aircraft are flying except for hovering only when a separate area may be used in agreement with other flyers.
12. There should be no aerobatics directly towards the flight line, or any manoeuvre that gives cause for concern as to safety by other flyers.
13. No flying over the "no fly zone" (anywhere behind the current flight line) with the exception for sailplanes at height. Restrict flying to south of crab apple bush on west side of N-S runway.
14. When more than one aircraft is in the air, it is sensible to agree a particular circuit to avoid conflict (both with aircraft and pilots). Any manoeuvre out of circuit should be called. All pilots while flying should stand reasonably close together, certainly within earshot, in order to maintain communication. Always fly in front of the specified flight line.
15. A maximum of 5 IC engines in the air at any time. Currently no limit to electric or silent flight aircraft.
16. Only 2.4 Ghz transmitters may be taken onto the strip when recovering models unless the engine cannot be stopped remotely. If the engine cannot be stopped, you must retract 35MHz transmitter aerials before moving onto the strip. Where practicable, the use of a 'kill switch' is encouraged to add an extra level of safety.

17. IC models must comply with BMFA noise recommendations (82 dBA @ 7 m); BMFA recommendations state noise checks should be carried out at full throttle.
18. Do not use mobile telephones close to models or transmitters – they should be left in your car or turned off.
19. Children and dogs must be kept under control with a view to their safety.