

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.
- 2) You should be conversant with, and abide by, the BMFA safety Codes and Article 16 Authorisation. Reportable occurrences must be reported via the BMFA portal.
- 3) You must have a minimum of a BMFA 'A' certificate (or grandfather rights) to fly fixed wing aircraft unsupervised. 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.
- 4) Members shall be responsible for any guests whom they bring to the Club site. There are to be no guest flyers until further notice.
- 5) Flying of IC powered aircraft is to be between 10am – 7pm only. In Winter months (21 Dec to 20 Mar), cease IC flying by 5pm. Electric models and sailplanes can be flown between 9am and dusk. There is to be **no night flying**.
- 6) The first member at the field unlocks the gate and leaves it pushed to; thereafter, members are asked to leave the gate as they find it. The last member off the field makes sure everything is tidy, including windsock and STOP poster and secures the gate on exit.
- 7) The first qualified pilot on site sets up the flight line for the day, puts out the STOP poster and windsock, and is responsible for the safety aspect of the flight line 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.
- 8) When arriving, stop at the STOP poster (if out) and ensure that it is safe to proceed. Unload your car adjacent to the pits area if necessary and then park as far away from the flight line as is practicable. BMFA recommends 100m, but park in the already designated or most appropriate car park for the wind conditions.
- 9) Before using any 35Mhz transmitters, check if anyone else is using 35Mhz and ensure you deconflict.
- 10) Electric models are to be regarded as 'armed' when the battery is connected irrespective of a switch. Arming should not take place behind the flight line, 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 or pits. RW or MR can be armed in the agreed hover area.
- 11) There should be no aerobatics directly towards the flight line, or any manoeuvre that gives cause for concern as to safety by other flyers.
- 12) No flying over either of the "no fly zones" or 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 and avoid intentionally flying beyond the Poplar tree line.
- 13) 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.
- 14) A maximum of 5 IC engines in the air at any time. Currently no limit to electric or silent flight aircraft.
- 15) 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.
- 16) IC models should comply with BMFA noise recommendations (82 dBA @ 7 m); BMFA recommendations state noise checks should be carried out at full throttle.
- 17) Do not use mobile telephones close to models or transmitters – they should be left in your car or turned off.
- 18) Children and dogs must be kept under control with a view to their safety.