



## **1. General Flying Rules**

- 1.1. All BMFA guidelines and safety codes regarding the safe operation model aircraft, as set out in the BMFA handbook shall be followed at all times except when varied by a specific Club rule.
- 1.2. Model flying in the UK falls under the legal constraints of the air navigation order (ANO) controlled by the Civil Aviation Authority (CAA). Flying requirements to be followed by BMFA members are set out in the Article 16 Authorisation. The ANO and the Article 16 Authorisation MUST be complied with, and it should be noted that the ANO makes all pilots responsible for their aircraft and actions before and during a flight, see BMFA handbook (<https://handbook.bmfa.uk/8-legal-controls-over-model-flying>) for details.
- 1.3. Children and animals must be controlled at all times on the flying field.
- 1.4. Any person under the age of 18 must be accompanied by a parent or guardian while engaged in Club activities (also see Club Safeguarding Policy).
- 1.5. Members without valid BMFA membership and insurance are not permitted to fly on any Club site until such membership and insurance has been obtained.
- 1.6. Non-members may only fly at the site under instruction according to procedures for Club Trial Flights as set out by the BMFA insurance cover provisions for such activities.
- 1.7. Occasional guests may fly at the site provided they are BMFA members and have a minimum of an A certificate. It will be the responsibility of the club member who has invited them to ensure compliance with club rules. Guests may fly on up to 3 occasions only after which they will need to join the club in order to continue using the facilities.
- 1.8. Members who wish to maintain continuous flying capabilities from the 1st of January in any new year must pay the Club and BMFA fees by the end of the previous calendar year.
- 1.9. Depending on the type of model being flown, pilots should seriously consider if it is appropriate to fly with no other person present on site. Thought should be given to what they could do and who they may need to call in the event of an emergency.
- 1.10. Any model incident on the site involving a full size aircraft or third parties, for example a near miss with full size, or incident causing damage to persons or property, must be reported to the BMFA by the pilot in charge of the model. Further information can be obtained from <https://reporting.bmfa.uk>. Including guidance on whether the incident needs to be reported to the AAIB under the terms of your CAA operator's licence.

## **2. Flying Qualifications**

- 2.1. To fly solo, a member must hold a BMFA "A" certificate.
- 2.2. If a Certificate or Basic Proficiency Certificate (BPC) in the relevant discipline is held then only hand launch models <1kg may be flown solo.
- 2.3. If an examiner is not available to take a test, a member may be granted temporary permission to fly solo until an examiner is available, by flying the relevant BMFA "A" or "BPC" Certificate schedule to the satisfaction of a Committee Member or Club Instructor.
- 2.4. Members who do not hold an "A" or "BPC" Certificate must receive initial training from a Club Instructor who should be the first choice for all instruction. In the absence of an instructor, assistance may be given by a competent Club member who has been qualified for solo flight for more than 12 months, providing that the aircraft's flying characteristics are within the assisting member's capabilities.

## **3. Flying Equipment**

- 3.1. All radio systems must conform to UK standards and be CE marked. 35MHz radios may be used with appropriate precautions and the knowledge of the other pilots present.



- 3.2. As per the BMFA Handbook, any radio system with a failsafe feature must have the failsafe activated, set up correctly to low throttle or no throttle. Failsafe's should be tested prior to flying a new model or following any radio system or power system changes to a model.
- 3.3. All new/unflown models, or models where the radio equipment has been significantly changed / replaced since the last flight must be fully range checked by the pilot before flight (good practice would be to range test at the start of every flying session).
- 3.4. Mobile phones should not be taken onto the flight line due to the risk of interference.

#### **4. Flying Times (Dunsdale)**

- 4.1. IC and 'high powered' electric flight are permitted as follows:  
MONDAY to FRIDAY inclusive; 11:00 am to 9:00 pm  
SATURDAY; 10:00 am to 9:00 pm  
SUNDAY; 11:00 am to 9:00 pm
- 4.2. Silent and quiet electric flight is permitted from 9:00 am to 9:00 pm daily. To qualify as "quiet", the model must meet the BMFA guidance of 82dB(A), otherwise the IC flight times apply.
- 4.3. Models may be noise tested in accordance with the "Code of Practice on Noise from Model Aircraft 1982" issued by the Department of The Environment. Models with a noise level above 85dB(A) should be modified to minimise noise and MUST not be flown after 7pm. Only 1 model above 85dB(A) may be flown at a time.

#### **5. Start Up and Flying**

- 5.1. All powered models may only be started or energised (flight battery connected) in a designated start-up box or in the test running area. Start-up boxes will be set out to the South of the pilot boxes.
- 5.2. Any test running of engines should be carried out at the extreme West end of the pit area in the designated area. The model should be orientated such that the propeller arc is not be in line with anybody.
- 5.3. The location of pilot boxes will be clearly marked and will be placed towards either end of the runway. The downwind box will be used so that models take-off and land upwind of the box. Pilot boxes will not be positioned directly in front of the start-up box.
- 5.4. All IC models must be restrained when the engine is being started or running in the start-up box.
- 5.5. All electric models must be restrained in the start-up box when the battery is connected. This can be by holding the model although care must be taken to keep all parts of the body and clothing away from the propeller arc.
- 5.6. Pilots must stand together in the designated pilot box when flying. The only exception to this is when hand launching from the field or for a very short period during taking off. Whenever possible the pilot should place the model on the runway and return to the pilot box for take-off.
- 5.7. Models should be placed on the runway either in-line with the pilot box or upwind of it to minimise the risk of veering into the pilot box on take-off. Models that require a long take off run may be placed or taxied to the downwind end of the runway but all pilots in the pilot box must be notified.
- 5.8. Take offs, landings and low passes must be "called" to give other pilots warning of your intentions.
- 5.9. All power flying must be to the North of the runway. Low level passes must be made to the far side of the runway. Glider pilots may fly to the South of the runway but only if they have sufficient altitude to return to the runway for landing without directly overflying anybody.
- 5.10. Pilots should call clearly if they have a problem so that all other pilots are aware. If possible, the model should be 'ditched' away from the flight line and pits area if it is not responding correctly.



- 5.11. After landing, if possible, a model should be taxied to the edge of the runway and the engine cut prior to retrieval. There must be no taxiing towards the pilot box, the pit area or anybody. All taxiing must be carried out in a responsible manner.
- 5.12. Prior to retrieving a model from the runway check other aircraft positions. and call "ON THE FIELD" and wait for acknowledgement from all pilots. If a dead stick landing is called whilst you are on the runway, watch the position of the incoming aircraft and immediately leave the runway by the quickest route. On vacating the runway call "CLEAR" so that pilots know that the runway is available.

## **6. Helicopters**

- 6.1. Rotary wing craft may be flown but only when no fixed wing aircraft are flying. The pilot should check with other fliers and request a solo slot which should not unreasonably be denied.

## **7. Large Models (>7.5kg MTOM)**

- 7.1. Models over 25kg MTOM are not permitted to fly.
- 7.2. Models over 7.5kg MTOM must not be flown above 400ft AGL unless a BMFA site exemption is in force along with a NOTAM for model operations above 400ft AGL.
- 7.3. All models over 7.5kg MTOM should be fitted with a functional backup receiver battery system (see BMFA Handbook) and a failsafe must be programmed.
- 7.4. All new or previously unflown models with a weight over 7.5kg MTOM should be checked by a Safety Representative before the first flight at the site.
- 7.5. It is the responsibility of pilots to inform a Safety Representative of any changes to a model over 7.5Kg MTOM since the last check or if they are flying a new model.
- 7.6. Pilots flying any model over 7.5kg MTOM should ideally hold a B certificate or be capable of flying at this standard. It is strongly recommended that pilots of these models have an assistant to act as spotter whilst flying.

## **8. Gas Turbines**

- 8.1. Gas turbine powered models may be flown but must adhere to the following flying restrictions: Times are the same as for IC except that the end time is 7.00pm.
- 8.2. Gas Turbine aircraft may not be flown with other aircraft. The pilot will check with other flyers and request a solo slot which should not be unreasonably denied"
- 8.3. A turbine should be started and shut down away from the pits. All turbine pilots must have a working fire extinguisher (CO2) ready for use during start-up.
- 8.4. Turbine flying may be suspended if surrounding fields pose a high risk of fire due to dry vegetation.
- 8.5. It is also highly recommended that turbine powered models be fitted with an appropriate redundant receiver system.

## **9. Safety Representatives**

- 9.1. Any experienced and willing Committee member can act as a Safety Representative when present at the site. Club instructors. Examiners and senior members may, at the request of the committee, also act as Safety Representatives.
- 9.2. Safety Representatives may advise on flying location, circuit direction, flight line, pit and out-of-bounds areas, etc. as appropriate for each site.



- 9.3. Any 'suspect' model, no matter what size or type may be subject to scrutiny at the discretion of a Safety Representative, who may advise that the model is not flown if it is deemed unsafe for any valid reason or if it is excessively loud.
- 9.4. It is expected that all pilots will follow the advice and recommendations of a Safety Representative and to not fly a particular model until such time as it is approved.
- 9.5. Safety representatives may also ask a pilot to stop flying where it is clear that the model being flown is beyond the capabilities of the pilot to conduct the flight safely or if the model itself is not under proper control.
- 9.6. Pilots who fail to follow mandatory flying rules or ignore the strong advice and recommendations of a Safety Representative will be reported to the Committee who will carry out an investigation.

#### **10. Castleton Rigg Rules**

- 10.1. Slope site for East and West winds for silent flight only.
- 10.2. The Club flies here under a licence agreement with the landowner. Electric powered flight is not permitted; hence any motors must be disconnected before flying.
- 10.3. Parking on the East side of the road.
- 10.4. Site is closed from May 10<sup>th</sup> to July 25<sup>th</sup> inclusive, as per our licence agreement.
- 10.5. The area is often over flown by low flying military aircraft and in accordance with BMFA advice a dedicated lookout system should be operated. No more than 4 models should be in the air at one time.
- 10.6. Care is necessary to avoid over flying the road during landings.
- 10.7. Pilots should stand together and a designated landing area should be agreed prior to flying.
- 10.8. A peg on system for 35MHz should be operated, where you put your named peg on the frequency required. Ensure that only ONE peg board is in use at any time.
- 10.9. Electric flight is not permitted due to fire risk.
- 10.10. All models must have well rounded noses for safety as per BMFA guidelines.

#### **11. Carlton Bank Rules**

- 11.1. Slope soaring site.
- 11.2. The Club has no formal agreement for this site. Club members fly on this site at their own discretion on a personal basis.
- 11.3. Pilots must always liaise with the hang-gliding and paragliding pilots using the site to establish landing areas and separation for safety. Do not fly when hang-gliders or paragliders are being flown close to the slope.
- 11.4. Morning flying between 9.00 and 11.00am on weekdays is recommended as the site is normally quieter. When there is a North wind, this site is used by other model glider flyers so you must liaise with other radio users about radio frequencies to avoid interference.
- 11.5. Please note, the general public have access to this site, so be aware of people and animals using the footpaths.

**GUIBOROUGH MODEL FLYING CLUB Ltd. FLYING RULES.**



**12. Approval**

Signed:

\_\_\_\_\_ (Chairman)

\_\_\_\_\_ (Secretary)

Document amended February 2025