

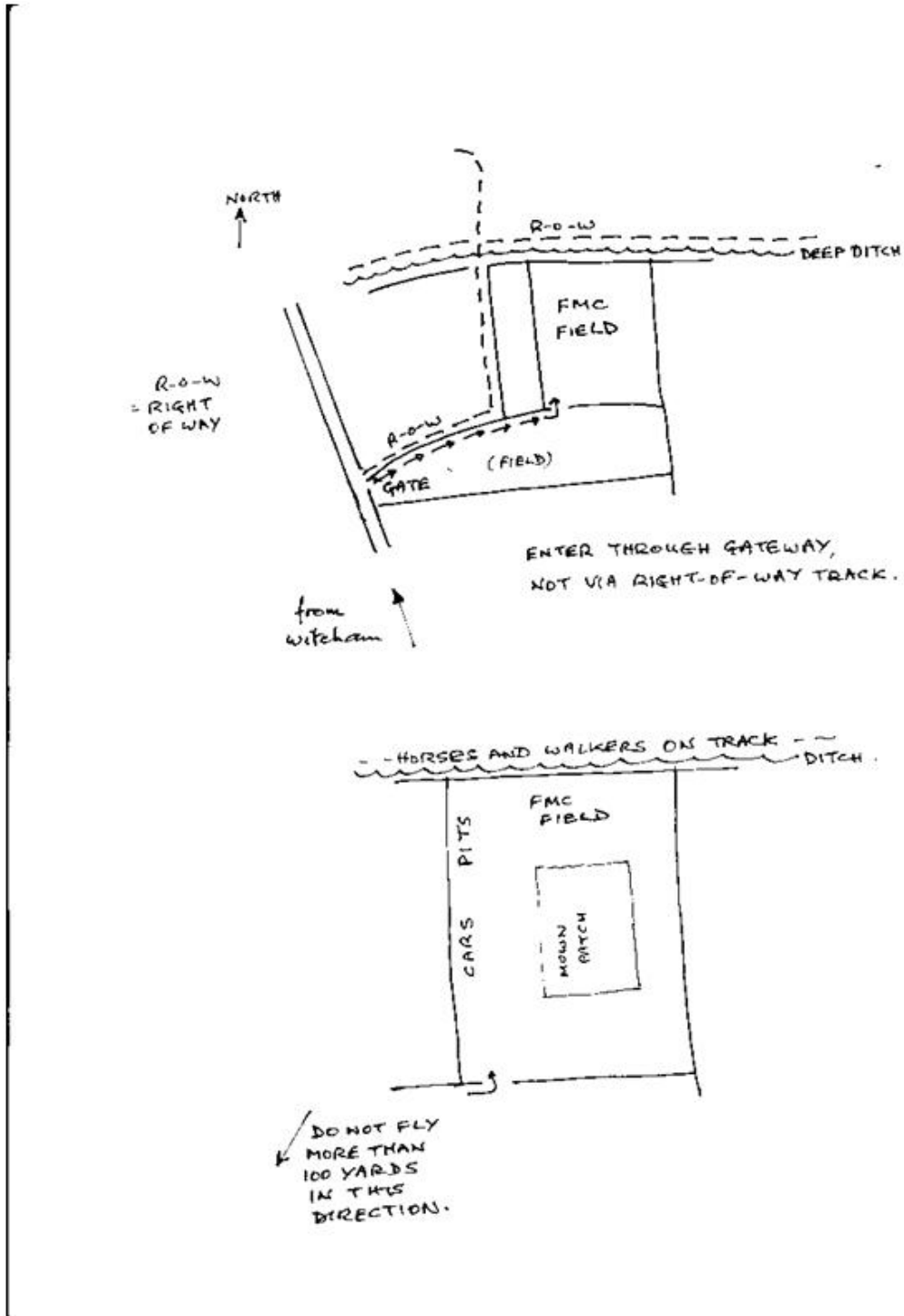


# **Fenland Model Club**

BMFA Affiliation no 0299

## **RULES**

**November 2009**



**Witcham flying field. Located between Witcham and Wardy Hill.**

Entrance from road is at OS map ref TL461810,  
or about 300m N of postcode CB6 2LE

## **1. APPLICATION**

*These rules aim to ensure safe and enjoyable flying and to protect the continued use of the site.*

The rules apply to all Club members at the Witcham flying site and, with appropriate changes, to any other FMC flying site. They are subject to annual review and ratification by the Annual General Meeting, but the Committee may make changes mid-year if they believe it necessary.

## **2. FLYING SITE**

*A plan of the Witcham site is on the reverse of the cover page.*

- A) Flying is permitted at any time.
- B) The Committee are permitted to change the Club site if necessary and to find other venues from time to time.

## **3. SAFETY**

- A) You are responsible for the safe operation of your model. You have a duty of care to your fellow club members and to the public as well as to yourself.
- B) All members must comply with "BMFA Guides To The Safe Operation Of Model Aircraft" (in the BMFA Handbook) unless justifiable local exceptions apply.
- C) You should draw attention to anything that appears unsafe. The Committee may adjudicate in disputes and their decision is final.

## **4. INSURANCE**

- A) You must have current BMFA insurance. Any flying guest or visitor must also be adequately insured. In certain circumstances novices may be covered under the Club's BMFA insurance (see below).
- B) BMFA insurance aims to protect members and the club against 3rd-party claims for negligence. It does not cover damage to models and associated equipment, and club members and visitors must accept responsibility for any damage or loss caused by them to models or equipment belonging to other persons.

## **5. RADIO REGULATIONS**

- A) You must meet legal requirements and observe BMFA guidelines regarding the use of radio in models. CAP 658 now requires that where a failsafe is available (as in most 2.4GHz receivers) it must be used, at least to reduce engine/motor to idle or cut, not "hold". Models over 7kg must have such a working failsafe anyway.
- B) If you are using a 35MHz system you must, before switching on your transmitter, ensure that your channel is free and place a peg bearing your name and channel number on the peg board. Fixed wing models use channels 55-85. Helicopters use 87-90. Channel 86 is not used. Where up to 3 fliers are present the pegboard may be dispensed with, but fliers must check each other's channel number before switching on.

## **6. TYPES OF MODELS**

*Model types are restricted mainly to avoid complaints that might jeopardise the site's continued use.*

- A) Noise must be kept down and all models should comply with the BMFA guidelines on noise. Petrol engines and old glow engines can be too noisy. Random checks may be made.
- B) Turbines and pulse jets are not allowed on the site.
- C) The committee may change these restrictions from time to time.

## **7. PITS AND PARKING**

- A) The parking and pits areas shall be as shown on the site plan. Taking-off, landing and taxiing is not permitted in this area.
- B) No model shall be left unattended with the engine running.
- C) Engines must not be run in the car parking area.

## **8. FLYING POINT AND FLYING AREA**

- A) You must watch for horse-riders and walkers on the track just beyond the North end of the field. Take-off or landing must be delayed, as appropriate, and models already in flight must be kept well clear. This is important for safety and the continued use of our flying site.
- B) Once airborne stand with other pilots so that you can hear each other's warning calls and avoid being hit by other models.

- C) You must not fly over or behind the pits or cars, unless the model is a glider at height.
- D) Avoid manoeuvres which give other members concern for their safety.
- E) Fixed-wing models and helicopters should normally fly separately, either in separate areas of the field or at different times, by mutual arrangement.
- F) Avoid the no-fly areas marked on the site plan. *(to be added)*

### **9. WARNING CALLS**

*Calls are made for safety and courtesy, and should be made loudly and clearly so that other fliers understand the intention and have the opportunity to respond.*

- A) Before taking-off call "TAKING OFF" (other fliers may ask you to wait for some reason).
- B) Before a landing approach call "LANDING" or "TOUCH AND GO" as appropriate. Pilots should give a landing model priority. In the event of an engine cut you should immediately call "DEAD STICK" and will be given priority for landing.
- C) When intending to fly low and fast over the patch you must make sure the patch and the North track is clear, and call "LOW PASS" to warn other pilots. Do not fly towards or over any person.
- D) When you need to enter the flying area to recover a model you should ensure your own safety by first calling "RECOVERING" and pause for any response. After recovery clear the flying area without delay, letting other pilots know that the area is once more clear.

### **10. VISITORS**

- A) Club members may bring guests who may fly on no more than 2 occasions in 12 months unless otherwise agreed with the Committee. The host member must ensure that the visitor wishing to fly has BMFA insurance or its equivalent. Proof must be shown to a Club office-bearer on demand.
- B) Novice guests may fly twice under the Club's own insurance provided they are flying under the supervision of a registered Club instructor.

### **11. SITE CARE**

- A) Leave no litter whatsoever at the flying site or on surrounding land.
- B) When retrieving errant models from fields take care to avoid crop damage.
- C) Always close the gate after entering or leaving the field.

### **12. BEHAVIOUR**

Behaviour by a Club member which is deemed to be prejudicial to the continued use of the Club's facilities or offensive to the public or other club members may result in the expulsion of the offender from the Club.

*The Club has a policy for the protection of children and vulnerable adults, which is listed separately.*