

# Shropshire Model Flying Club – Rules

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

1. You must 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 and Sundays.  
In winter Months close flying by 17:00 hrs GMT
4. The Gate: First on the field unlocks the gate, thereafter members are asked to CLOSE the gate after them and the last off the field makes sure everything is put away, including windsock, chairs and STOP poster, then secures gate.
5. The first qualified pilot on site sets up flight line for day, puts out the STOP poster, 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. When Club flying is in progress a notice shall be displayed on site advising visitors that, during the official flying times, the Club have exclusive use of the site and that they are on the site at their own risk. Members shall be responsible for any guests whom they bring to Club sites.
7. When arriving, stop at the stop sign 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, BMFA recommends 100m i.e. adjacent to the fence north side of car park.
9. Always obtain the relevant 'frequency' disc before turning on any transmitter (Replace with name only peg) and return it to board after your flight if there are others flying on the same channel. 2.4GHz users attach name peg to right hand end of board and remove before leaving site.

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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 building, except where no propeller (or impeller) is fitted.
11. You must have a minimum of a BMFA 'A' certificate to fly unsupervised fixed wing aircraft. Currently, helicopter flyers can hover practice without a helicopter certificate providing they have checked with a committee member or experienced helicopter pilot first. Helicopters 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. Do not carry a transmitter onto the strip when recovering your model unless the engine cannot be stopped remotely. If the engine cannot be stopped - you must retract the transmitter aerial before moving onto the strip.
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.