

Hartlepool Model Flying Club

Members Handbook Issued November 2019



Introduction

This information and rules apply to all members, guests and visitors using the flying field at Field House Farm at Greatham and is supplementary to the general safety guidelines that are detailed in the BMFA Members Handbook.

It is a condition of membership that you familiarise yourself with the contents of this document and that you observe these requirements at all times. The rules set out here are designed to minimise risk to HMFC members, members of the public, the land owner and his family, workers and property. Our continued use of this site also depends on our good and considerate behaviour.

Legal requirements for the flying of model aircraft

A number of aspects regarding flying of model aircraft are subject to UK law and all fliers are required to be familiar with and comply with these requirements. Please refer to the BMFA Members Handbook and the "Know the Law" reference on the BMFA website:

<https://bmfa.org/Info/Know-the-Law>.

The legal situation for model flying is subject to change and while the HMFC committee will try to keep the members informed of significant changes it is the responsibility for individual members to ensure they are up to date and are in compliance.

Eligibility to fly at the site

To fly at our site you must be a current member of HMFC and also a current member of the BMFA.

Potential new members who do not have BMFA membership may be allowed a maximum of five trial visits (BMFA insurance rules) under the supervision of an existing member subject to approval of the committee.

Guests of existing members are permitted to fly at our site under the condition that they have current BMFA membership and they fly under the supervision of their host who is responsible for ensuring that their guest is aware of the site rules. This is intended to cover occasional visits only. Guests appearing regularly will be required to apply for membership.

Novice flyers must only fly under the supervision of a proficient club member until they have been deemed safe to fly solo.

Noise

Although the site appears to be fairly remote from inhabitation, noise can carry a long way depending on wind direction and other weather conditions. To ensure our continued use of this site please consider it as noise sensitive and ensure your engine is suitably muffled and fitted with an appropriate size of propeller to minimize noise. Do not assume that the manufacturer supplied muffler will be adequate. This applies particularly to petrol engines which are often supplied with mufflers that are simply not acceptable. Be prepared to fit a secondary expansion chamber or an effective after market muffler.

Electric models can be noisy too. Propeller selection is often the key to noise reduction here.

The flying area and operational rules

- The private road to the field is narrow and used by pedestrians, cyclists, horse riders and other vehicles. Please drive slowly and courteously.
- Parking is permitted inside the gate near to the hedgerow. Driving across the field to the flying area is not permitted.
- In winter the field entrance can become soft and muddy and may not be safely passable by car. There is room on the verge outside the gate for two cars, do not block the road as access may be required by farm vehicles. Alternative parking may be found in the farm yard / livery stable area. This is a working farm and sometimes animals are kept on it. If you find animals on or near the strip, gently move them away before flying. Using aircraft or rotorcraft to herd animals is strictly forbidden as is deliberate low flying near to them.
- The geography of the site requires that you will cross the live flying zone when approach the flying and pits area. Do not cross unless you are satisfied that persons flying have seen your approach. All persons present at the flying and pits area should look out for people approaching and advise pilots accordingly.
- Place your equipment in the pits area, preferably towards the back leaving room for the pilots area and to avoid conflict with any wayward take offs or landings. Models should be restrained while starting engines or arming batteries for electric aircraft.
- Do not leave any litter anywhere on the field.
- ALL take offs and landings must be performed from the flying strip, NEVER from the pits area. This applies to **all** types of model including multi-rotor and free flight

aircraft. Flying activity behind the pilots can be very unnerving and dangerous. Always advise other pilots of your intent to launch or to land.

- Pilots of all types of model must stand at the edge of the flying strip within the pits area while flying. This aids effective communication between pilots for takeoff and landings etc.
- Persons wishing to fly rotor craft primarily in hover mode may, with the agreement of other pilots present, hover in the area to the right hand of the pits (see diagram), but the takeoff and landing must be from the flying strip and a separation of at least 10m must be maintained by the model from the pits area at all times. If you intend to fly your rotor craft in circuits this must be carried out in the main flying zone.
- The flying strip is oriented in the direction of the most common prevailing wind direction. In the event of a cross wind it is the pilot's responsibility to decide if he / she and their model is capable of safely performing their flight. If the model is capable of taking off and landing in the width of the prepared strip it is acceptable to use the right hand end of the runway (as seen from the pilots box) but you must ensure that your flight path does not extend into the field behind where there are electricity pylons. **Landing approaches in line with and towards the pits area are not acceptable under any circumstances.** Once the takeoff has been completed the rest of the flight should be conducted in the normal flying zone.
- Flying in a safe and respectful manner is largely a matter of common sense. Repeated dangerous flying can result in disciplinary action being taken.
- It is mandatory that the no-fly areas shown in the diagram are respected at all times and overflying of the pits is particularly forbidden. Newcomers or visitors to the site must be made aware of the no-fly areas and other rules of the site.
- Novice pilots must only fly under supervision until they are deemed safe to fly solo.
- If you are carrying out training with a novice pilot the trainer must intervene in a timely fashion to ensure that the aircraft does not enter no fly zones or other dangerous situations.
- Pilots of all abilities are encouraged to engage in the BMFA achievement scheme and attain at least the A Certificate qualification. This is not mandatory but it will improve your flying skills, give you a sense of achievement and enable you to fly at other events and venues for which an A cert is required.

